

CUSTOM KITS FOR CORVAIRS

CAR CRAFT

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NOVEMBER 1961 35¢



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AND
KART



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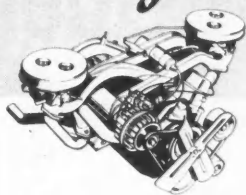
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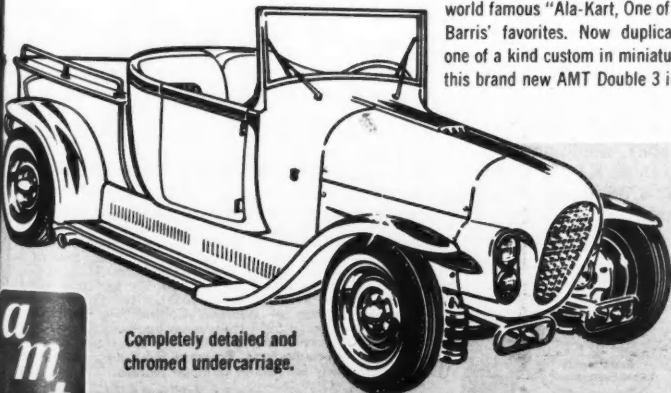
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"ALA-KART" WITH HOT DODGE ENGINE

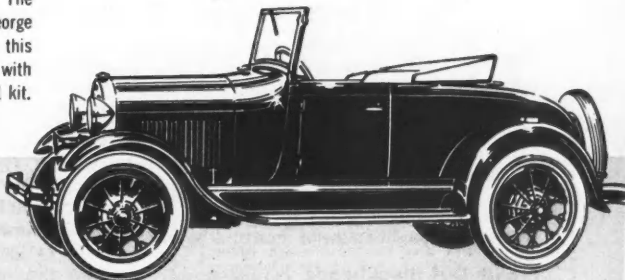
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CAR CRAFT

CRAFT



WITH KART MAGAZINE

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Published Monthly
Number 7

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Some exciting new accessories for Corvairs, a wild looking custom Plymouth and a screamin' kart racer — by D'Olive and Taylor.

NOVEMBER, 1961

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SPEAKING

of

the editor



WELCOME KARTS AND KART-
ERS! That's the attitude we hope
every loyal CAR CRAFT reader takes
on the newly combined publication of
CAR CRAFT & KART. Do you think they
are intruding? Do you think they are
foreign to our field of hot rodding and
customizing? We sure hope not—be-
cause on close inspection, we think you
will find they are not. Certainly, with
the recent influx of kart displays at
automotive shows, there must be some
similarity between beautifying the little
beasts and customizing a car. How
about the hopping-up end of it? The
average karter will spend as much or
more time in reworking and tuning
his engine as the avid drag racer spends
in keeping his mill healthy for each
weekend bash. As for the thrills and
competition end of karting, the above
photo depicts as well as a photograph
can, the excitement and kicks that one
derives from any type competitive
sport. But, the feeling one can get from
a picture is definitely limited. Karting
is a sport that has to be *tried* before
you can experience the avid enthusiasm
and respect that karters have for their
sport. Sure, you can go to a race and
say that looks like fun and think about
giving it a try, but until you actually
slip behind the wheel of one of the
miniature racers and have a real go
at it, you won't fully understand its
one-of-a-kind kick. We think it can be
summed up by the old adage — "If you
haven't tried it — don't knock it." Be-
cause if you give it a fair try — you
won't knock it!

Incidentally, if you think things are
done on a small scale for karts just be-
cause they are small — take a look at
the feature starting on page 50. The

GKCA-IKF National Championship
Kart Races (their third annual) will
prove this is not so. They drew no less
than 435 entries and a crowd of over
2,500 was on hand to witness the action
on race day. Doesn't sound too small
time, does it? Advance information on
the NAKA Nationals and TWIKA Na-
tionals, to be featured next month,
sound like they will be of equal stature.
It's really the busy season for karting
activities.

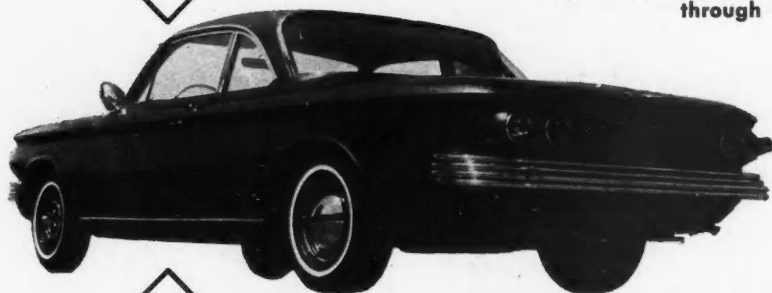
Speaking of big events, the December
issue of CAR CRAFT & KART will have
full coverage on the two biggest auto-
motive events of the year — the Nation-
al Hot Rod Association's "BIG GO"
National Championship Drags and the
National Champion Custom Car Show.
This year these two top notch events
are being held at Indianapolis, home
of the famed Indy 500. These presen-
tations never fail to bring out *all* the
top flight competitors in the dragging
and show car fields. The BIG GO this
year not only will bring forth new
National Champions in all drag divi-
sions but also it is the final event of
the year to determine the World Points
Champion in both the Stock and Com-
petition divisions. If you think there is
anyone interested in drag racing that
will miss this one — you are wrong!

The model car fans are not being
left out next month either. We are
adding something new to our Model
Craft section that is sure to create
much excitement for those who are not
familiar with the rapidly growing sport
of *electric model car racing*. There will
be a complete rundown on the latest
equipment available and what it's all
about. Don't miss it!



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EAST TO WEST**

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COAST TO COAST**

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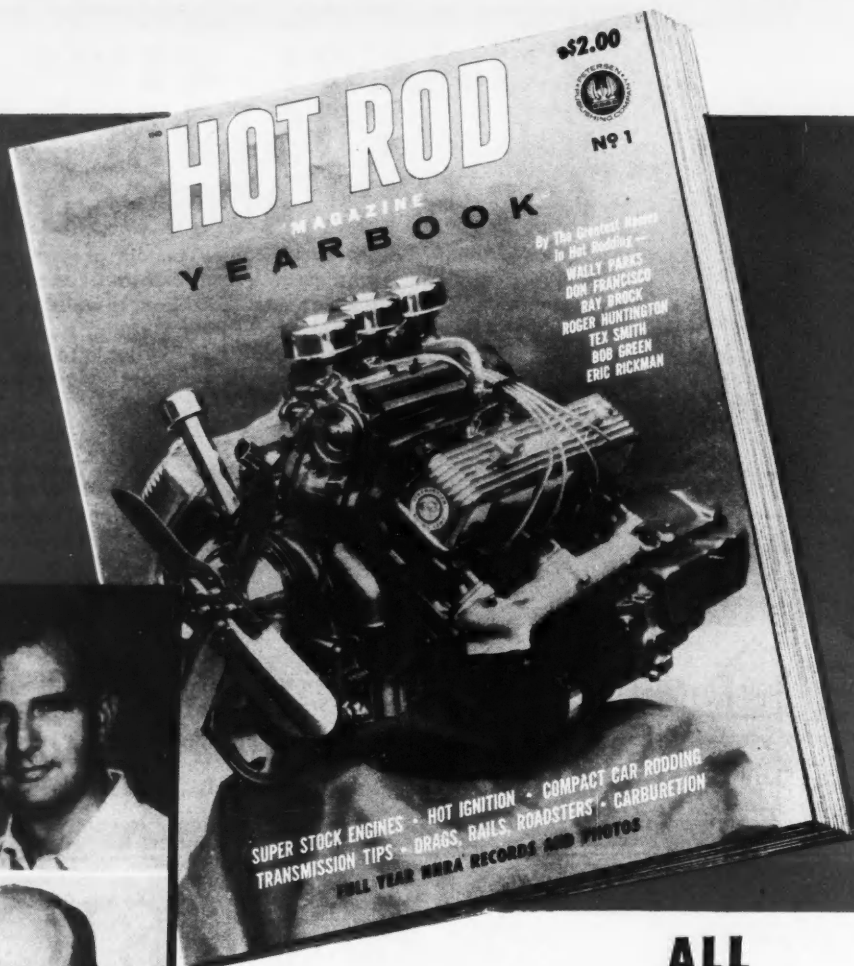
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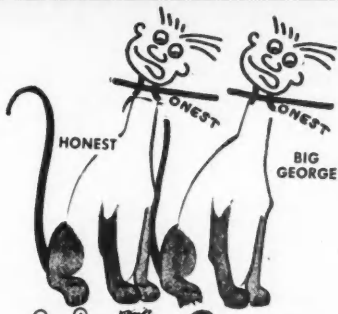
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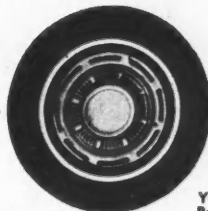
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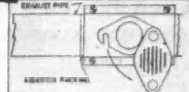
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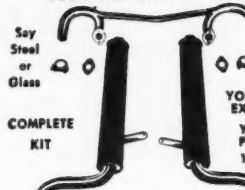
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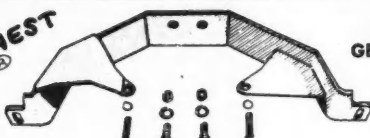
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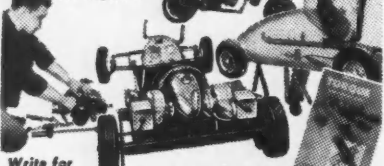
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EMBLEMS — CAR PLAQUES

WHAT'S YOUR PROBLEM?



WIRE PROBLEM

Dear Don:

I have a 1960 Chevy Impala equipped with the 280 hp engine. Here is my problem: I replaced the stock spark plug wires with Packard 440 wires. Now I am having trouble with interference in my radio. Can you tell me the cause and cure for this trouble?

— Bill Blake
Memphis, Tenn.

Spark plug cables used on nearly all new automobiles are of the TVRS type. TVRS cables have a non-metallic conductor. The purpose of this conductor is to create a resistance that limits the amperage of the secondary current the cables conduct to the spark plugs. Limiting the amperage eliminates the noise you are now hearing in your radio. By replacing the TVRS cables with Packard 440 cables, which have metallic conductors, you eliminated the method used by the factory to suppress ignition system noise in the radio.

There are means other than TVRS plug cables that can be used to suppress radio interference originating in the ignition system. These include suppressors that can be installed between the ignition coil's secondary tower and the distributor, and resistor-type spark plugs. These items limit the amperage that reaches the spark plug gaps, just as TVRS cables do.

One important thing about ignition system radio suppressors is that only one of any type should be used. Don't use resistor-type spark plugs with TVRS cables or an ignition coil resistor, or an ignition coil resistor with resistor spark plugs, etc. Adding resistor on resistor can limit the flow of current to the spark plugs so drastically that engine performance will be affected.

HYDRO BEEFING

Dear Don:

I have a 1955 Cadillac Eldorado that has a Hydra-matic. First, I would like to know if there is any way to beef-up a Hydra-matic. If not, what standard transmission would fit in my car?

— John Haines, Jr.
Brooklyn, N.Y.

There are many things that can be done to Hydra-matic transmissions to make them stronger and give a car's driver better control over their shift points but these are jobs for Hydra-matic specialists. I suggest you contact B&M Automotive, at 14530 Sherman Way, Van Nuys, Calif., for information on their Hydro-Stick boxes. A Hydro-Stick is a reworked Hydra-matic that has ample strength for any engine and an exceptionally long service life.

As long as your car is already set up for a Hydra-matic it would seem foolish to replace its transmission with a primitive synchromesh box.

BRAKE ADJUSTMENT

Dear Don:

What is the correct way to adjust the brakes on a 1950 Ford to compensate for normal lining wear? I always thought you were supposed to turn that little wheel at the bottom of the brake assembly until the lining just cleared the drums. Now I have learned that this isn't the correct way to make the adjustment. What is the correct way?

— Lennie Vernon
Portland, Oregon

The brakes on your Ford are manufactured by Bendix. They are typical of the brakes used on many makes of cars.

A brake adjustment made to compensate for lining wear is called a "minor adjustment." It consists of merely expanding the shoes to move their lining closer to the drums. On Bendix brakes this is done by rotating a "star" wheel in a spreader arrangement that separates the lower ends of the shoes. The star wheel is accessible through a slot in the backing plate.

To make the adjustment, rotate the star wheel with a brake spoon to spread the shoes enough to force their lining snugly against the drums. Continue rotating the star wheel until you can just barely rotate the brake drum with the car's wheel. Then rotate the star wheel in the opposite direction a specified number of clicks. This number differs for different cars. The best thing to do is check a shop manual for the make and model of car being worked on for this information. If a manual isn't available, you're usually safe when working with standard passenger car lining and brakes to use 13 or 14 clicks.

The spreaders and star wheels are designed so that upward movement of the outer end of the brake spoon will spread the shoes and downward movement will allow them to retract. Brake spoons of different sizes and shapes are available from tool supply stores and most auto parts stores.

CROSLY FAN

Dear Don:

I am interested in any books, manuals, or catalogs you may have on the

CAR CRAFT

Crosley engine, particularly on modifications for all-out racing. I would also appreciate any information you might have on the availability of speed parts for same, since I don't see any more ads in the auto sports magazines for these parts.

If you could give me the address of someone who has built some real hot Crosley engines, someone who is considered an expert on them, I would appreciate it very much.

— Joe Bowen

Foster Center, Rhode Island

There never was a large number of men who championed the Crosley cause as far as competition conversions are concerned but there were a few. Among these, two of the best were in the Los Angeles area. I believe they both still have special equipment available for the tiny four-bangers.

One of these men is Nick Brajevich. Nick originated the "Braje" line of Crosley equipment. His address is 1651 West 130th St., Gardena, Calif.

The other man is Kenny Harman. Kenny is well-known for the competition camshafts he grinds. Most of his work with Crosley's is connected with racing boats. His address is 2511 No. Rosemead Blvd., El Monte, Calif.

SPEEDO GEAR

Dear Don:

Why does the speedometer drive gear in the transmission have to be changed when the rear axle gear ratio is changed? I can't see what the transmission has to do with the rear end.

— Paul DeLao

Honolulu, Hawaii

A car's speed is determined by the number of revolutions its driveshaft is rotating per minute, the ratio of its rear axle gears, and the effective circumference of its rear tires. A speedometer is driven by the gear that meshes with a corresponding gear on the transmission's output shaft, which is nothing more than an extension of the driveshaft. In other words, the speedometer converts driveshaft revolutions to car speed.

Presuming that a speedometer gear drives its speedometer at the correct speed when a car's rear axle assembly is fitted with 3.5 to 1 gears, the speedometer would indicate incorrectly if the rear axle gears were changed either up or down. If gears that had a numerically higher ratio, such as 3.7 to 1, for instance, were installed, the rear wheels would be turned at a slower rate in relation to driveshaft speed than they were originally and the speedometer would indicate speeds faster than the car was actually traveling. If a numerically lower ratio were installed, such as 3.1 to 1, the rear wheels would be driven at a higher speed in relation to driveshaft speed and the speedometer would indicate speeds slower than the car was actually traveling.

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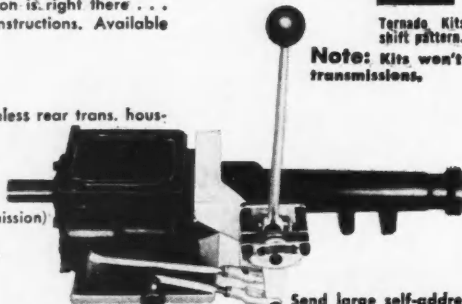
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CUSTOM QUERIES



BY GEORGE BARRIS
BARRIS KUSTOM SHOP

CANDY CHEV

Dear George:

I have a '54 Chevy and wanted to put nerf bars in place of the bumpers. I would like to know if any company makes them or will I have to make them myself? I am going to install a grille just like the one illustrated in the April '61 issue of Car Craft. I have already installed flat plastic lenses in the tail-lights. I have a slight rake on my car and also was wondering if full length lakers would set off my rake in any way? How would candy apple cherry look on it with white scallops and gold pinstripping? I am also going to reverse the rims and chrome them. I would appreciate any information you might have concerning my customizing thoughts.

— Dennis Martin
Gary, Ind.

Roth of Maywood, Calif., makes up single and double nerf bars that you can buy already made and chrome plated. Full length side lakers are a good idea, but get the style that has the caps on the ends, and also the two portion ripple design might look good. The paint color is great, but I would use pearl scallops instead of the white.

CANADIAN CUSTOM

Dear George:

I would greatly appreciate receiving an answer to the following questions. I have a '51 Ford convertible. 1. What one piece windshield can I install in the Ford without altering the windshield frame or molding? 2. What would I have to do to change the size of the wheels from the present size which is 15" to 14"? Would this be very expensive? 3. What would I have to do to drop a record player into the Ford? Would I have to change the motor in the player, and if so what kind of motor would it use? Would this process be too costly and would it be cheaper to buy a battery operated player instead? 4. If I was to install '59 Chevy 12 volt quad headlights in the Ford would it be possible to put a voltage reducer (continued on following page)

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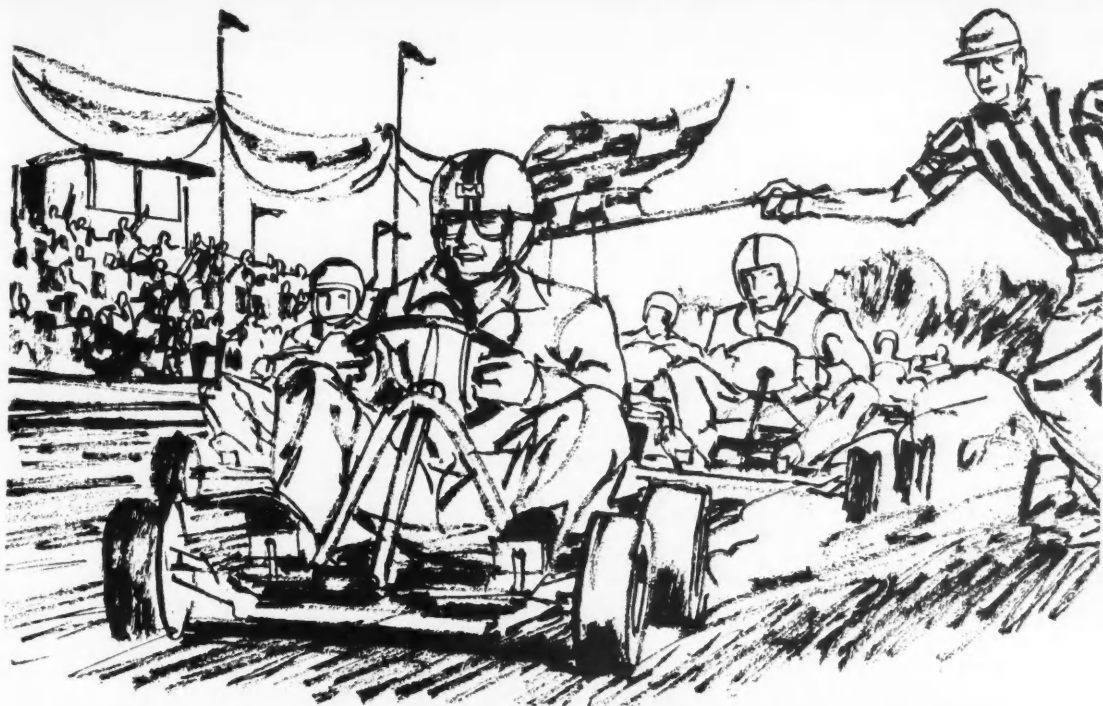
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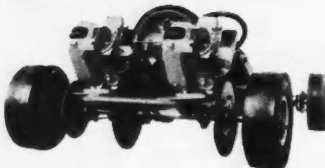
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CUSTOM QUERIES

on them so that they could run on 6 volts, or would I have to change the system? 5. How much would it cost to install a hydraulic clutch in the Ford if I was not going to do the work myself?

— Paul Chisholm
Ontario, Canada

Taking your question in order, 1. There is no one piece windshield that will fit without alterations to the frame, but you can remove the center molding and butt the two pieces of glass together leaving only a hair line mark. 2. You can get 14" wheels in a junk yard for about \$4.00 each. 3. RCA makes several automobile record players for 6 or 12 volt systems, they cost from \$40 on up. 4. The 12 volt lights won't work properly on 6 volt current. You can use the '59 Chevy bucket and install 6 volt seal beams. 5. As for a shop installing a hydraulic clutch the cost would be approximately \$100.

KANDY COLOR

Dear George:

I have a '53 Hudson and I am wondering if it is possible to paint it Kandy Red, as the original color was black? Also would you tell me what paint I need, how much will it cost, and how much will I need to do the job?

— Chips Hickok
Joliet, Ill.

Yes, the Hudson can be painted very easily by first sanding and sealing off the old paint. You can obtain a complete Kandy kit with all the paint and underbase gold powder from Barris Kandy Colors, 11054 Atlantic Blvd., Lynwood, Calif. The price complete is \$42.95.

CLUB PROJECT

Dear George:

My club has just purchased a '49 Ford tudor which we are customizing. It has french canted quad lights, '56 Pontiac bumpers, and a 5 in. chop. I would like to know what kind of grille we could use and also I would like to know if Edsel station wagon blinkers would fit?

— Frankie Cyron
Thorndike, Mass.

To form the grille opening get a shell unit from a '53 Chev. Cut it down and french it into the front fenders and pan assembly. Now for the grille center, use floating bars from the '59 International pick-up truck. As for taillights I would use the upper curved lens from the '59 Edsel passenger car made into an S and then frenched into the fender and a portion of the deck.

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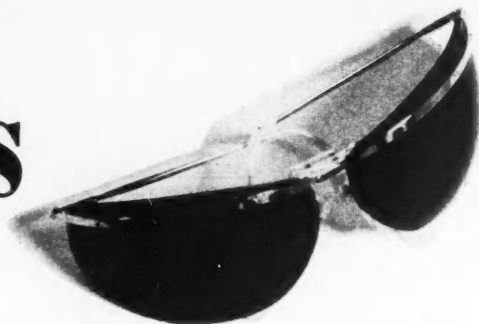
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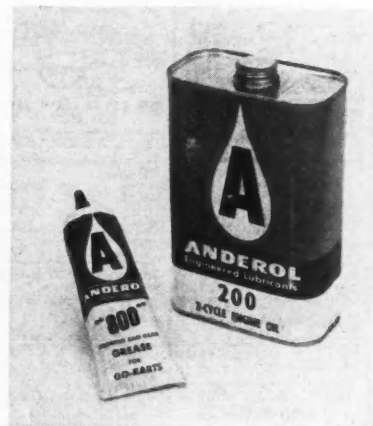


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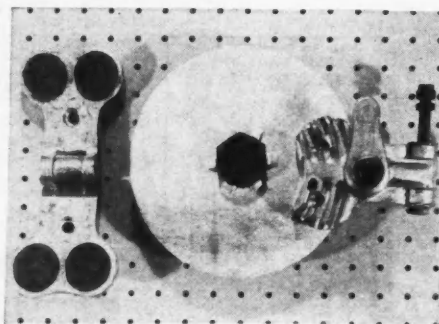
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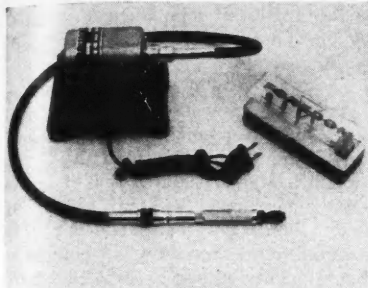
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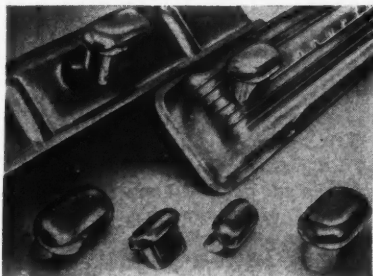
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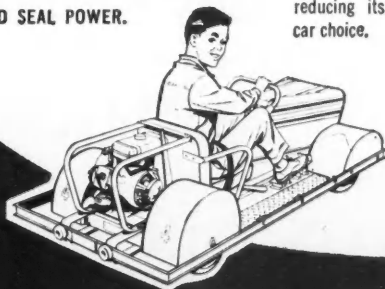
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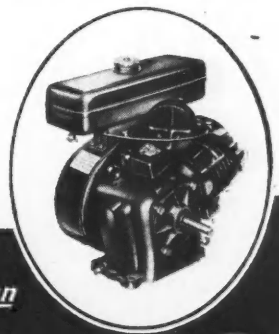


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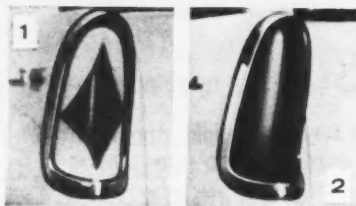
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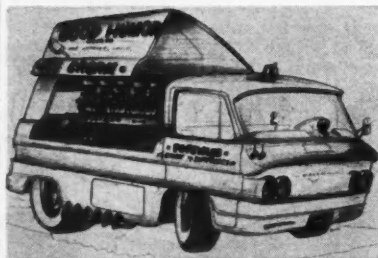
CCK

READERS SAY

GOOD HUMOR MAN

Dear Sir:

I would be very pleased to see my drawing in your excellent magazine. I like radical cars and feel this idea is quite different. Starting with a Corvair van truck, an Allison V-12 is dropped in the rear to give it more "punch." Bell-tipped exhausts protrude out each side. Some minor body changes have taken place like front and rear rolled pans, all chrome trim removed, and headlights frenched. Disguised as



an Ice Cream truck, this would probably create some "good-humor," especially at the drags. I enjoy reading your magazine and never miss an issue. Hope to see an article on custom painting one of these days. Keep up the good work.

— "Glenn — the weird painter"
Lancing, Michigan

You've come up with a real swinging "flip-top-box," Glenn, most original idea we've seen in some time. But why slicks up front, four-wheel drive? — Ed.

ROYAL BUGS

Dear Sir:

For the past few years I have enjoyed your fine magazine but there is one thing that bugs me royal. You always feature California rods and customs and cars from other places, but you hardly ever feature any of the rods and customs around here (Detroit). Also you never feature any of the shows. Why??? There are many fine cars around here, such as Expresso, Venturian, Phonesian and many others.

— Mike Morrow
Detroit, Michigan

Okay. Okay. Car Craft is the only magazine that has regular contributors from all parts of the country. We do our best to run features and shows from everywhere, but we cannot feature cars if we do not know of their existence or have photos of them. In four recent issues we ran 15 California cars, 15 cars from other states, most from the mid-west. The Adonis, from Detroit, was one. Of six shows, only two were from Calif., one issue had a coast-

to-coast show feature. Our intent is to be fair, Mike, if you know of a good photographer in Detroit, clue him in. — Ed.

BLOWER MIXUP

Dear Sir:

In your September issue of Car Craft, page 33, you featured the Greer Bros. dragster and stated that it had a GMC supercharger on it. In an earlier issue, February, the same car was featured in another show but you claim it runs a Potvin blower. Now what kind has it got, GMC or Potvin?

— Tom Flynn
Mesquite, Texas

The same blower and induction setup is featured in both pictures. The blower is a GMC alright, and the induction setup is by Potvin. It is common to say a car is running a Potvin or Cragar setup too, since these firms manufacture blower drives and induction parts. While the most common blower in use is the GMC, few feel it is necessary to mention the brand, just referring to the engine as blown. — Ed.

CUSTOM OLDS

Dear Sir:

Custom Oldsmobiles are seldom seen in car magazines and custom shows, so I am sending a few pictures of my 1954 Olds, hoping that you can do something with them. The car is nosed and decked and features a handmade bullet grille. Stock taillights and bumpers were replaced with '55 Olds components. Back-up lights were changed to stop lights and '59 Caddy lenses fitted. The car was not lowered but a set of bubble skirts plus full length lakes tend to give a low appearance. Hubcaps are '57 Caddy with a touch of black paint and a bullet in the center. The color is '56 Chevy Duck Plum. The interior is black and



gold, rolled and pleated. It was done by Joe Cannizzaro of Hicksville. Interior moldings are painted Tiara Gold, other features are gold rugs, red pleated floor mats and wheel cover. Thank you in advance for your time and cooperation.

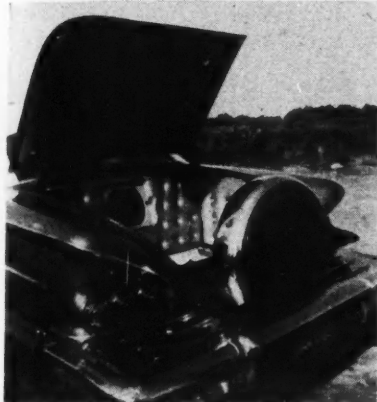
— Edward Licitra
Bronx, New York

Few people realize how much goes into making a clean, conservative custom from a plain road machine. Your Olds is evidence that not only full customs require lots of time and frequently money, but so do the semi's. Keep up the good work, Ed, and we are happy to run your Olds. — Ed.

METAL FLAKE IMPALA

Dear Sir:

Enclosed you will find a few pics of my '58 Chev Impala convert which I hope rates a spot in Car Craft. It is nosed and decked with 83 louvers in the hood. Has a '54 Chev grille with 19 teeth. Parking lights are held on by 4 drawer knobs. Headlight and license



trim is gold plated. Body has been slightly dechromed, doors are electric. '59 Cad blinkers flank the connie kit while the trunk is done over in gold leather with gold buttons pulled through 2 inches of foam rubber. Rugs are also gold, interior will be in same motif. A 12 inch television is fitted into the trunk rear. The most striking feature is the 22 coat red Metal Flake paint job by Rene Quintal of Color Tech Inc. The Chev has taken 3 trophies in 3 shows, best finish first time out. Any consideration you give me would be greatly appreciated.

— Raymond Andrawas
Lawrence, Mass.

The interior of your trunk looks real sharp, Ray. With the fabulous paint job, the many small things you have done to the body exterior really show. Once your interior is on a par with the trunk, you should have no trouble bringing home additional trophies.

— Ed.

SAME CAR, TWO MODELS?

Dear Sir:

I buy every issue of Car Craft and think it's the greatest. But I have a little problem I would like to clear up. In your August issue of Car Craft, on page 56, there is a 1947 Plymouth and in a new book I just got called Custom Car Grilles, on page 7, the same car is called a '48. I would like to know who is right, and what year the car is. I admire the car very much. Keep up the good work.

— Wayne Gagnon
Spring Lake, Michigan

The car is a '47, though '48s had the same body. But who can tell with all the custom work hiding its natural body lines. — Ed.

NOVEMBER, 1961

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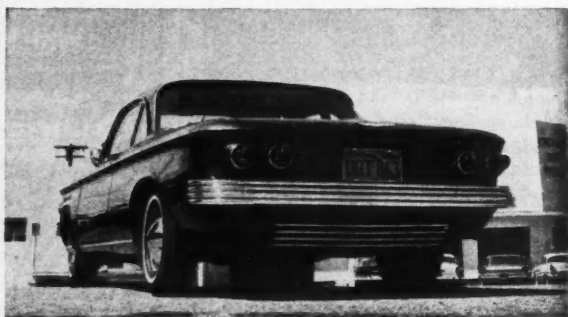


CUSTOM KITS FOR CORVAIRS

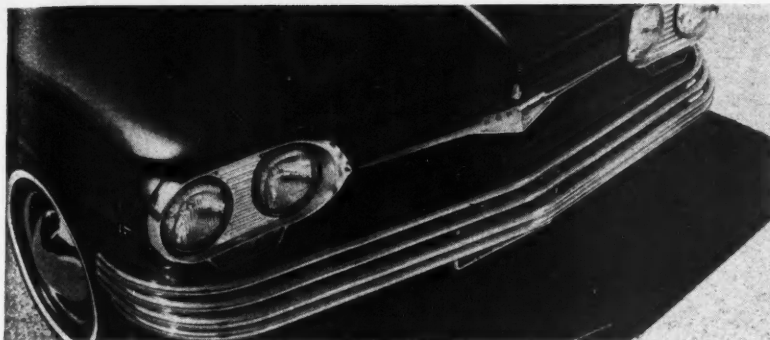
popular compacts take on a new high in fashion as "package" restyling is introduced



California Custom Accessories recently came out with a new line of custom goodies for the popular compact automobile we know of as the Corvair. At left we can get a look at these tastefully styled accessories, both on and off the car. Available are bumpers, lights, and covers.



Custom exhaust grille for Corvairs features four, chrome, 2/3rd circle tubes fitted with mounting brackets, adapts to car without modifications. Rear bumper fits likewise, is designed to mate with stock brackets without frequently encountered redrilling, welding, etc. Tubes are 1" diameter.



Front bumper is styled after rear unit, both being manufactured from heavy 14 gauge tubing, fully chromed. Bumpers are fully assembled, fitted with die-stamped brackets. Gives Corvairs that wide-look.

Worm's eye view shows full rear treatment, exhaust grille, bumper and tail-lights. Staggered bumper tubes contrast with canted-in rear body panels. Lights are very attractive, and are a perfect fit.

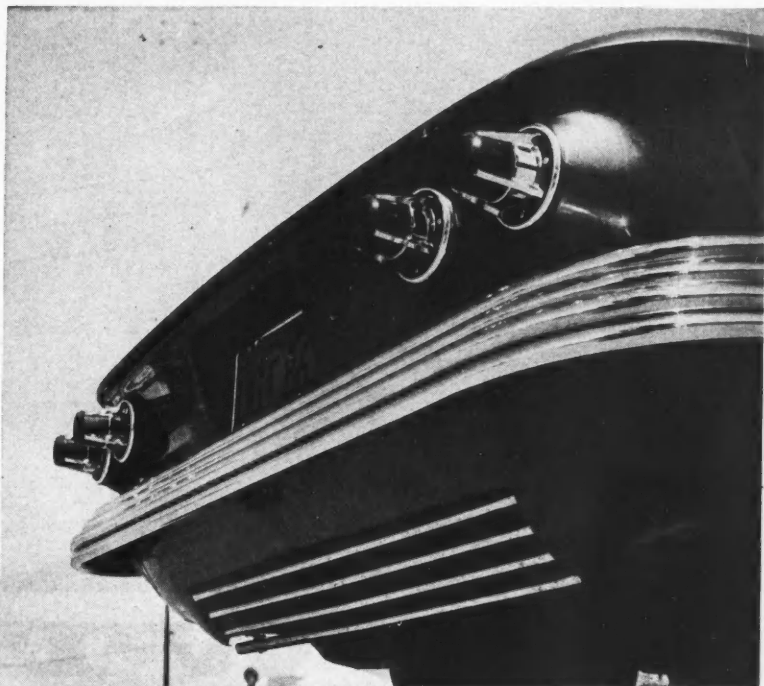
IT WAS ONLY a matter of time before some one came out with a good line of custom accessories for the ever popular Corvair, and the one to do this job is California Custom Accessories. Of all the compacts scurrying around town, the little air-cooled Corvair can probably boast of having more custom enthusiasts for owners than any other make. And for this reason, it was an ideal basis for introducing new accessories that would enhance the car's already handsome lines. (These accessories took awards at recent Las Vegas trade show. See page 32.)

Gently staggered chrome tube bumpers are the most noticeable item designed to replace the stock units. At first glance they appear to give the illusion of wideness to the Corvair, brought about by the multiple use of the tubing which is heavy gauge material. A small tube exhaust grille for the rear end blends with the new bumpers, making a neat package installation.

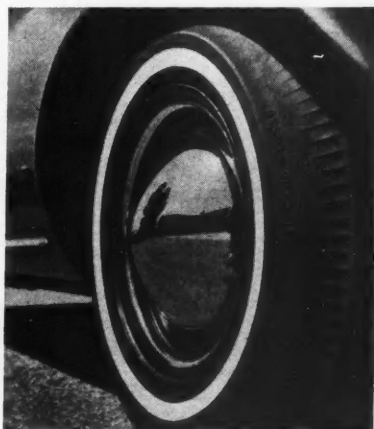
The popular Spiders are available for the Corvairs now along with the beauty rings. Another cover that is now making its presence known is what the company calls "baby moon" hubcaps. They are reminiscent of the always popular '40 Ford type hubcap, a beautiful round disc covering only the center of the wheel, not the entire rim. Larger beauty bands are also available for use with these or other caps that lend themselves to the overall design of the car.

Universal taillights designed for the Corvair are finding use on late model Chevs and a few other cars that feature a more or less flat rear body panel for attaching the lights. The California Custom rear blinkers are similar to the late Dodge lenses, slender, tubular-like with four small fins. A chrome bezel fits over the lens highlighting the fins and making an attractive base. This larger chrome base measures 4½ inches in diameter, covering stock openings.

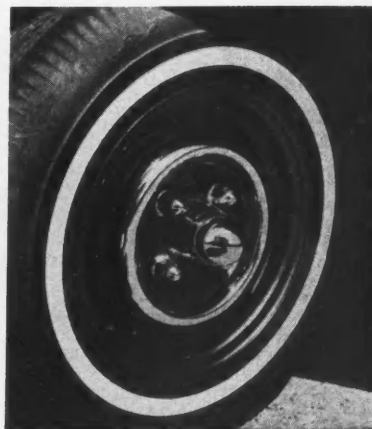
If you have a wild pearl or candy paint job on your Corvair, or even one of those stock factory jobs, these items are just the thing to give your car those extra needed glamour touches.



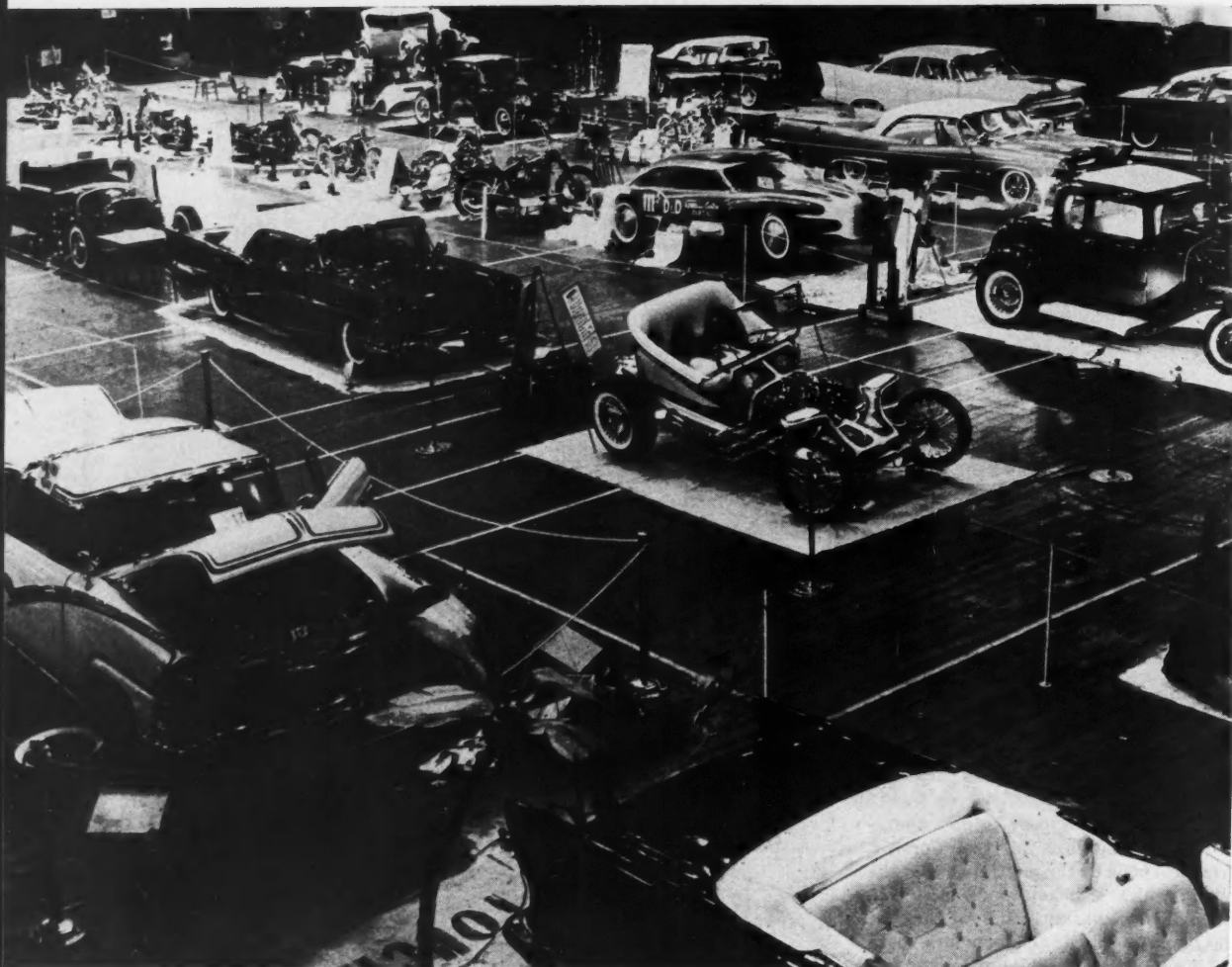
Photos by Bob D'Olive



Baby moon hubcaps for Corvairs will also fit F-85 Olds, few others, styled somewhat like the classic '40 Ford caps. Beauty ring fits around outer diameter of rim. Cap looks sharp on chrome wheels.



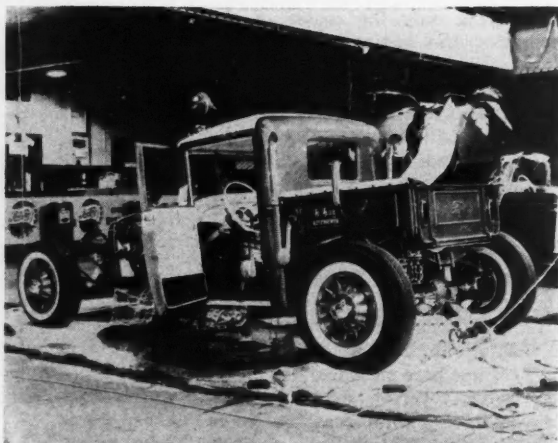
And then we have the open wheel Spiders, now available for Corvairs. Small beauty ring is an important accessory to these open wheel bullets where wheel is painted, not necessary when the wheel is chromed.



SHOWTIME

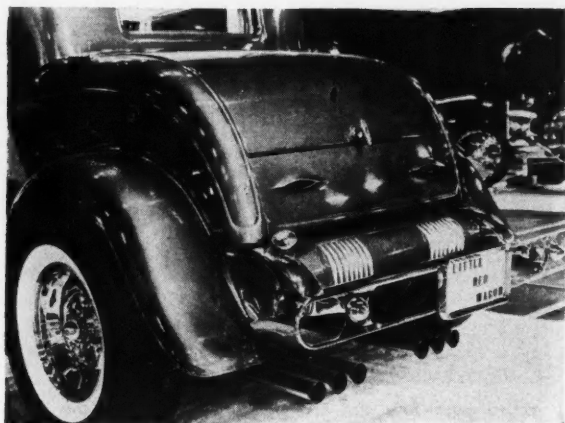


Unique feature of the Kustom Kings' show was this "How a Show Car Is Built" display. Set up in five stages, from chassis and engine compartment to various stages of body, paint work and interior to the completed show car, thus enlightening the public.



Down from Toronto, Ontario, Canada is the fine channelled "A" pickup of Ken Kay. Chev powered show-go machine placed first in Rod Pickup Class. Rear bed has been shortened slightly, contains fuel tank under rear tarp. Note the chrome fill pipe.

Left. Show customs, rods, competition machines, motorcycles, and antiques all played a big part in making the Kustom Kings '61 Autorama a huge success. A great and varied number of entries were on exhibition making this show one of the finest in the Mid-West. Right. '57 Chev hardtop owned, built by Rasinsun, Ohio customizer Jack Florence, captured first place in the Radical Hardtop class.



Capturing first place honors in Street Coupe and Most Popular Rod categories was a simple task for the cherry '32 belonging to Darrel Jerger, Mansfield, Ohio. Coupe features unique frenched in taillights, and with plastic fins on the fuel tank.



Engine room in Jerger's show winning "Little Red Wagon" is a '55 Chevy running six jugs, lots of chrome and polished aluminum. Custom firewall is chrome plated, acts as mirror to reflect the beauty of the engine. Car has won many awards.

USA

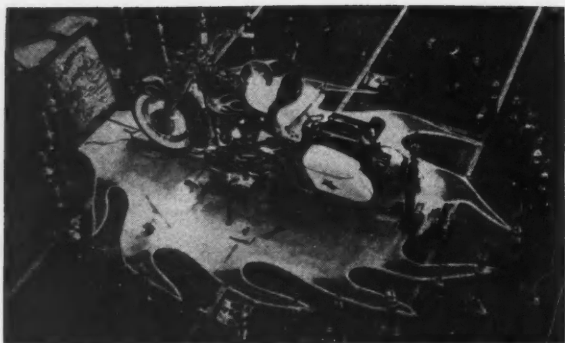
CLEVELAND, OHIO

"The Purple Pelican" below is in the form of a '53 Ford, owned by Leroy Brooks, Pontiac, Michigan. Alexander Bros., Detroit, are credited with rear grille, Cad lites, and '59 Chev quads, etc. Well designed car placed second in Semi-Full Hardtop class.

The Kustom Kings of Cleveland draw out the finest in show machinery for display in the hotbed of auto exhibitions — OHIO



Photos by Bob Hegge

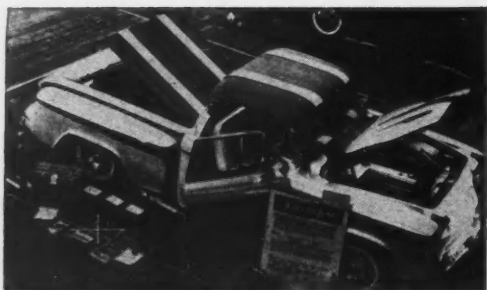


An elaborate floor display in tri-colored sand and trophies earned a second place trophy for Bob Fielder, Parkersburg, W. Va. for display. '58 Harley show/street bike took the second place.



Kustom Kings' Model Car Contest was displayed around a moderately restyled T-Bird. Display was sponsored by group of local Hobby Shops and Toy Stores, and drew much attention.

SHOWTIME USA



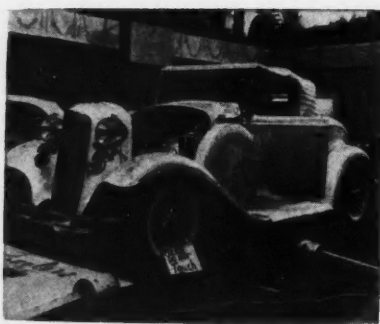
The Kopper Kart, formerly owned by Barris, now under the helm of Art Glattke, Mansfield, Ohio, placed first in the truck class, is completely custom.



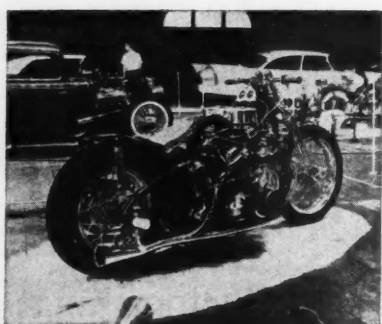
Slung low, rolled pans fore and aft, frenched Olds headlights, custom interior in white, pleated Naugahyde, restyled hood, enclosed exhausts, and a '61 T-Bird mill won first for Sy Gregorich, Detroit, in his class.



Bob Frieden, Cleveland, Ohio, and his "Big O", a '58 Olds convert took first in class, best display and best engine.

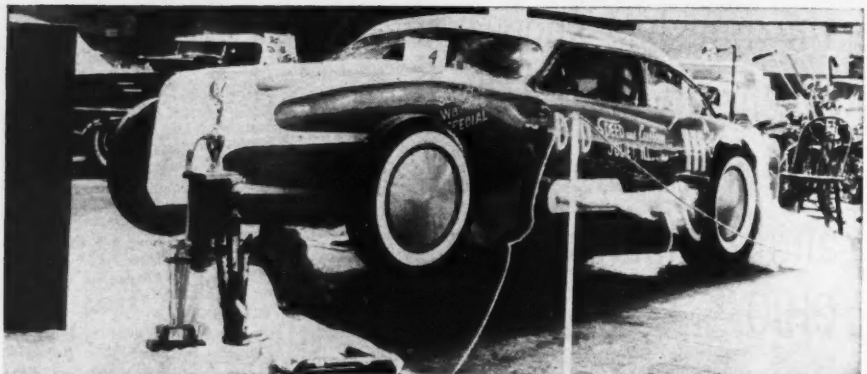


Full Show Roadster winner was painted in pearl, handset with 2000 gems, runs Merc mill. Owner is Paul Johnson. Wild!



'55 Chev mill powers this Harley drag bike. 800 pound machine turned 112 mph first time out. The owner is Tom Reiser.

Fiberglass-nosed Henry J. runs in competition coupe class at drags, looks like a hot-rodded submarine. Class winner in the Kustom Kings' show, Chev powered charger features tube rails, Cad gearbox amongst other go goodies. Owners, builders of the coupe are Dick Schnick and Hal Waymire, from Joliet, Illinois.



SHOWTIME USA

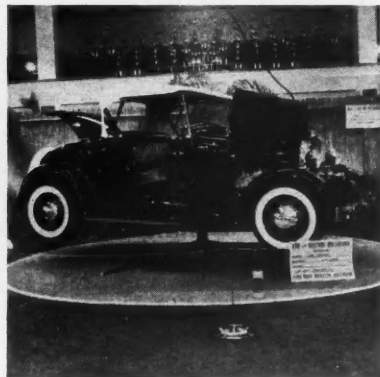
LONG BEACH, CALIFORNIA

Six days' worth of packed crowds again prove that the Renegades' annual affair is a top west coast attraction

A fine mesh grille adorns the otherwise blank front end presented by this Corvair. Small chrome bullets decorate headlight trim while conservative nerf bar type bumper replaces the stocker. Custom compacts are becoming more popular as they become more plentiful.



Bud Lakeman, Fullerton, Calif., built this immaculate '31 "A" coupe to perfection. The body is channeled over stock frame, the wheels are chromed reversed, mill is big Olds. Undercarriage is completely chromed, the front axle is also dropped.



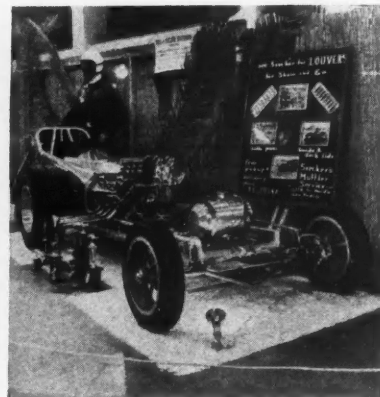
Glistening under the lights as it turns, Larry Anderson's award winning roadster is one of the finest around. Black lacquer is deep, the interior spotless, and undercarriage clean as they come. Power for this fine street roadster is a flathead.



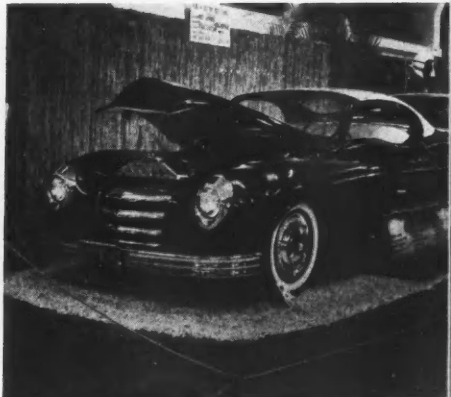
Photos by Bill Neumann



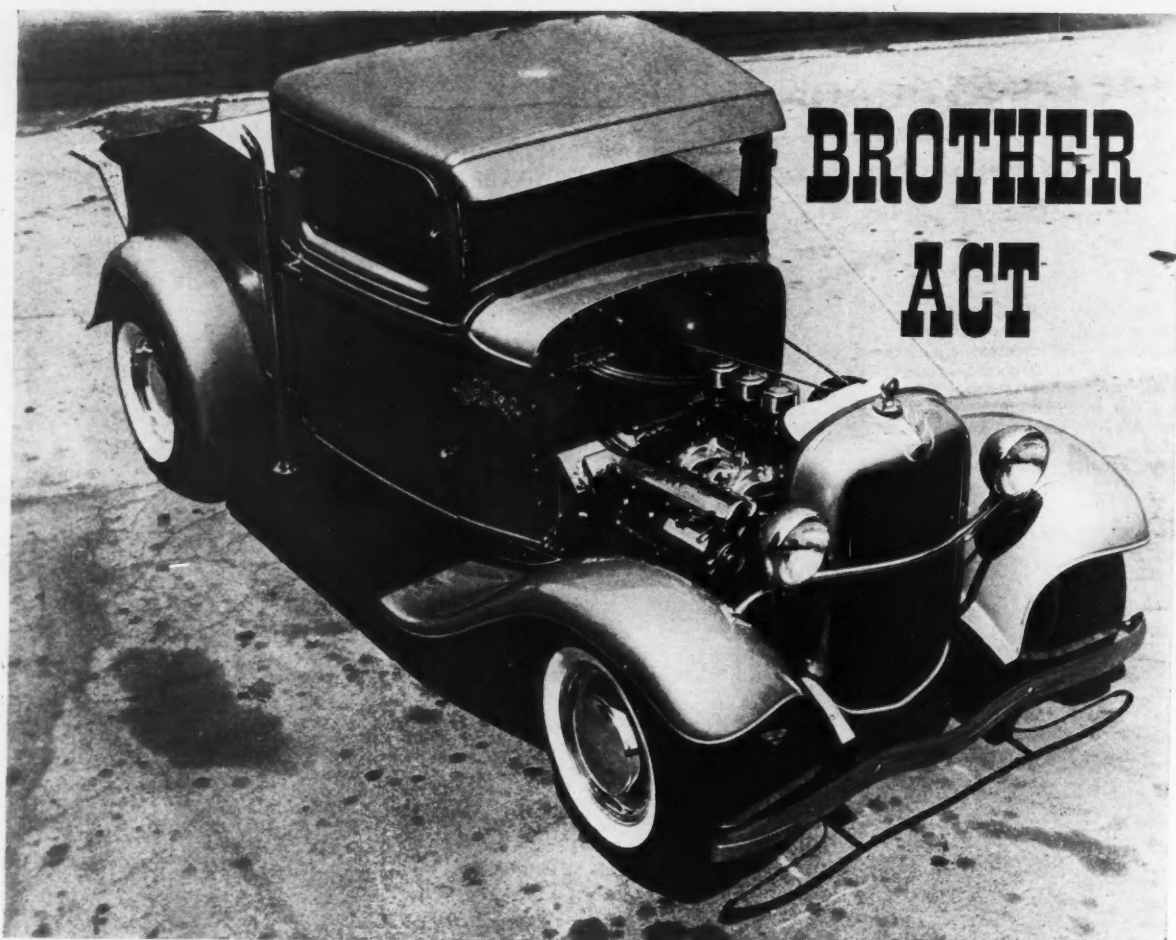
The radical "Battle" from Paintsville is the title given to this creation by its builders. Damon Richey, owner, received an assist from Doug Grant in customizing Richey's '52 Triumph 650cc twin. Tank and fenders sport fins. Paint is wild pearl.



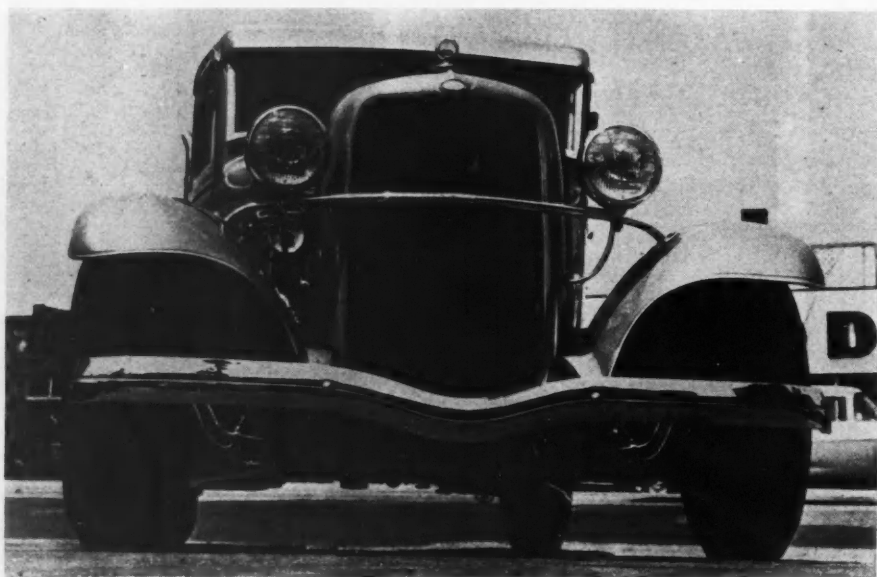
Stecker, Golden & Cobb entry in dragster class at '61 Renegades' show drew many onlookers. Winner features customized Chassis Research rails, Chrysler mill with front mounted supercharger, affording the most in driver vision. Mag wheels run.



Art Lehner's fully customized '39 Ford was perhaps most radical car in the show. Body received chop, channel and section job, has fade-away fenders. Big 348-inch Chev mill, Corvette trans give needed power, the grille bars are 1950 Chrysler.

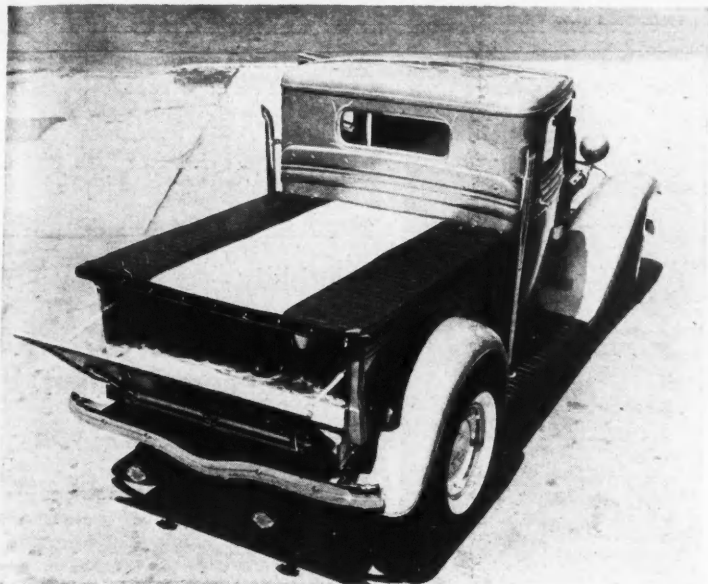


The craftsmanship of Paul and Butch Rosland turned a bedraggled '32 Ford pickup into a real show-stopper — wherever it appears on stage



Having seen so many customs about, both good and bad, the brothers Rosland, Paul & Butch, decided to go the route on one '32 Ford pickup in an attempt to prove their ability to do as well or better. Their work paid off when they won first in class at the '60 Nationals NHRA held at Detroit, Mich.

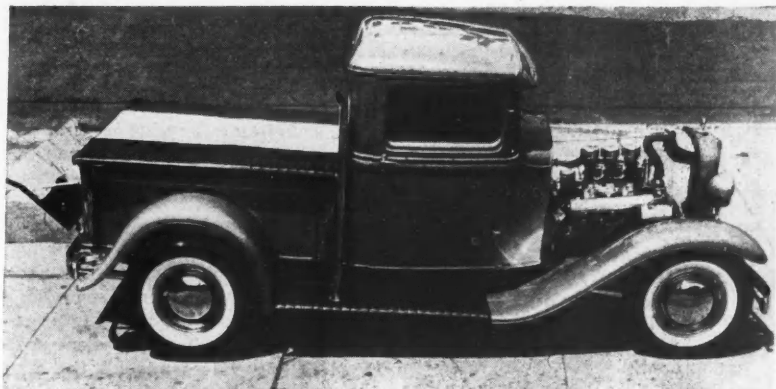
Dropped axle, late Ford hydraulic binders, and chrome undercarriage take refuge behind a '34 Ford bumper. Chicago, Ill., car owners completed all work themselves with exception to the upholstery job. Their ages are but 20 and 23 and though skill is usually attributed to age, their competence in car building belies this thought.



Photos by Bob Hegge

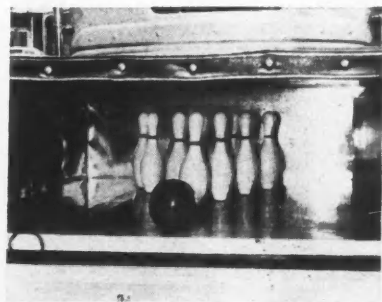
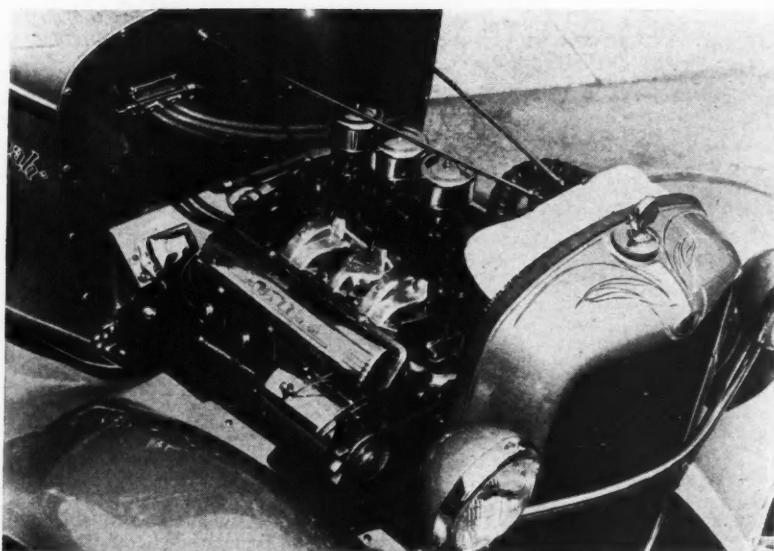
Ford 15" rims have been chromed, rears reversed, fitted with slicks. Rear end carries set of 4:11 gears for dragging. Rear of pickup bed has been shortened a bit, decorated with hardwood flooring.

Upper right. Herb Behrenbuck takes credit for the uncluttered interior, done over in black and white Naugahyde with the buttoned diamond patterns. Custom S & W instrument panel mounts in padded dash.



Below. Moderately rejuvenated '53 Cad takes up the engine room. Equipment includes: Herbert 280 roller cam and kit, Edlebrock tri manifold, ported, milled heads, Spalding Flamethrower ignition.

Rosland brothers chopped deuce's top 3½", restored body to show-winning shape. Inner tailgate panel, firewall, are recovered. Upholstered running boards, bed tarp, follow color scheme of pickup's interior. Exhausts exit through the running boards.



Nope! This isn't the local bowling center or the one in the next town, it's the rear of the Rosland brothers '32 truck. With a superb hardwood floor in the bed, it appears they couldn't resist the opportunity to be different. The brothers are members of the Igniters, a real going rod club.



CORVETTE/PONTIAC

For big-inch performance as well as excellent reliability — drop a Pontiac engine into a Corvette compartment. Then stand back — you have a “room full of horses.”

By John Geraghty

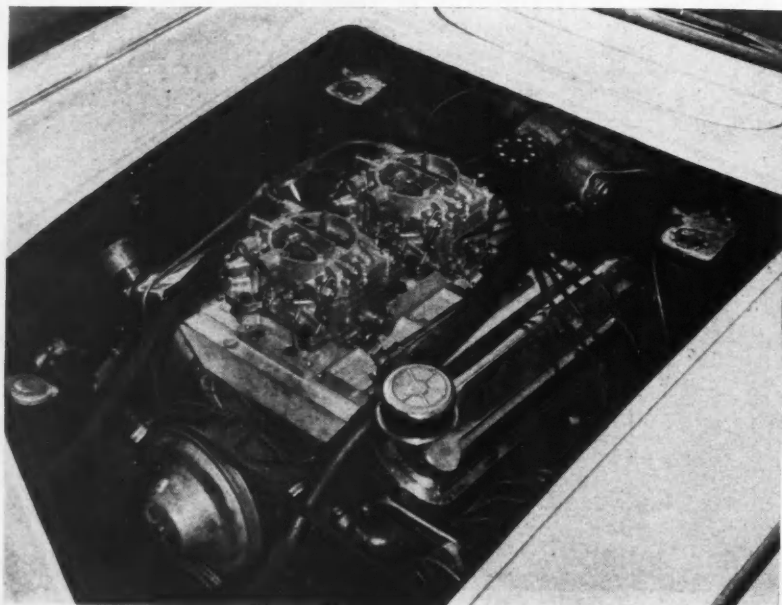
WITHOUT A DOUBT, I think John Crawford has owned more immaculate, modified equipment than any other automotive enthusiast in the country. From a bored and stroked, custom 1938 Ford through a beautiful candy apple Mercedes Benz 190 SL show winner, the Grasshopper roadster (Hot Rod cover, Oct. '59), a Pontiac powered '32 Ford three-window drag racer, to a brand new Corvette. Even his wife, Lorraine, drives a bored and balanced Oldsmobile.

It seemed as though when Crawford

purchased his Corvette that the stock production machinery would finally fulfill his desires in appearance and performance. This lasted exactly one week. Then came chrome reversed wheels, Firestone 500 big and little tires, dropped front end, and a painted insert on the side. At three weeks, being an employee at Geraghty Automotive again proved to be too much of a temptation and a $\frac{3}{8}$ " stroke, $\frac{1}{8}$ " bore engine was constructed and installed along with headers, big valves and all the other necessary components. This combina-

tion produced a high performance package adequate for any street machine and kept Crawford happy until the 315 HP, 1961 Corvette was introduced. He felt these would cut the margin of performance he had over most Corvettes and immediately decided to raise the power output of his engine with a supercharger. After talking it over at the shop, it was decided to make an entire engine swap rather than just add a blower to the present engine. This would retain reliability and still produce the desired horsepower.

Photos by Pat Brallier



A modified Weiand blower manifold and adaptor are used along with '60 Buick Carter four-barrel carbs to give the engine sufficient venturi area for top performance.



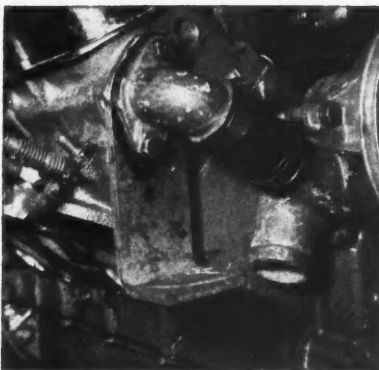
A special extension for the clutch pivot shaft must be fabricated from $\frac{1}{2}$ -inch flat stock, attaching original ball and support.



The Pontiac starter just clears the modified clutch shaft support and should be checked before installation of the engine.

Chevrolet's big brother, the Pontiac, was chosen due to its comparatively light weight and ability to produce high horsepower output per cubic inch on gasoline. At first, the installation looked to be pretty difficult and the idea was almost discarded. But, after carefully measuring the overall size and contour of the Pontiac, it was found that it would fit and with very little modification. A stock 1958 Pontiac tri-powered engine was purchased and, to save removing it later for modification, it was decided to go through the engine at this point. The Pontiac was bored $\frac{1}{8}$ " to $4\frac{3}{16}$ ", with the stock stroke retained. $11\frac{1}{2}$:1 forged pistons were used, the engine balanced, heads ported and an Iskenderian RR3 roller tappet cam and kit installed. A Spalding Flamethrower ignition was used to supply the necessary spark and the stock tri-power manifold was reworked for adequate carburetion. This recently was replaced by a Weiland manifold with dual four-barrels. Morraine 400 bearings were used throughout the engine and Grant piston rings installed for the brief break-in this engine was sure to receive under Crawford's lead foot. After com-

pletely assembling the engine, it was dropped into the Corvette chassis for preliminary measurements and chassis modifications. The original Corvette front motor mount supports were to be retained but it would be necessary to remove approximately one inch from the upper inside edges to clear the lower radiator hose and cylinder block. Also, a small section of the right front center member frame support must be trimmed to clear and allow removal of the oil filter unit. Two sections of floorboard had to be trimmed to clear the bellhousing. Both of these sections are on the upper part of the driver's side. The first is approximately two inches above the throttle pedal base retainer and the other is at the top edge of the firewall panel and extends $3\frac{1}{2}$ " down and 2" wide. The accelerator actuating mechanism must also be changed. This is accomplished by shortening the extension rod that retains the removable carb ac-



The front motor mounts are quite simple and can be made from $\frac{3}{8}$ " x $2\frac{3}{4}$ " strap steel and bent in the manner shown above.

celerator lever and welding a $\frac{1}{2}$ " solid rod that extends upward, to replace the original throttle actuating arm. The original rear transmission mount is retained and no adaptors are necessary. All stock manual shift transmission housing and clutch parts are used, the only modification being to the bellhousing clutch lever support as shown in the photos. $\frac{3}{8}$ " by $2\frac{3}{4}$ " strap steel was used to make the front engine mounts. These were cut and bent to form an L bracket and bolted to the engine through the water outlets in each cylinder head. 1946-48 Ford motor mount biscuits were used to support the Pontiac engine. After centering the engine, holes were drilled through the mount and the original Chevrolet frame brackets. The stock '58 Pontiac high performance, cast iron headers cleared everything perfectly and proved to be very satisfactory. A special generator bracket was made to place the generator on the left side of

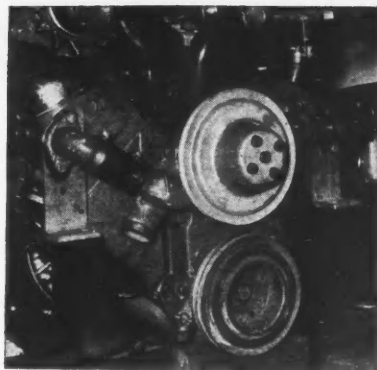


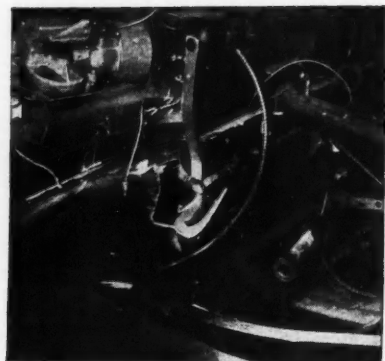
Photo illustrates how the stock water outlet on the intake manifold was modified to change the angle for hood clearance.

the engine, so as not to interfere with hood clearance. Also, the manifold water outlet was cut and the angle changed for hood clearance.

After the installation was completed, it was found that the hood fit alright but to allow proper breathing a scoop was cut to increase the area over the tops of the carburetors. The car was run for several hours on the chassis dyno at 2000 rpm for break in, then it was ready to take to the road. With a four-speed transmission, 4.56:1 rear axle ratio and M&H slicks, low gear was absolutely useless. Opening the two end carburetors at any point of the rpm range would break the tires loose as though you were on ice. Second gear was nearly as bad although it was found that by easing your foot into the throttle and preventing the tires from breaking loose, full throttle could be used and produced fabulous acceleration. By adding 300 pounds to the rear of the Corvette it was able to get a bite and turned 116 mph in 12.36 seconds in the quarter mile. This should keep John Crawford happy — for a little while at least.



The stock Corvette frame mounts must be trimmed $\frac{1}{2}$ " on their outer edge to accept the additional width of Pontiac engine.



The floorboards must be cut and throttle linkage modified as explained in the text to allow clearance for Pontiac bellhousing.

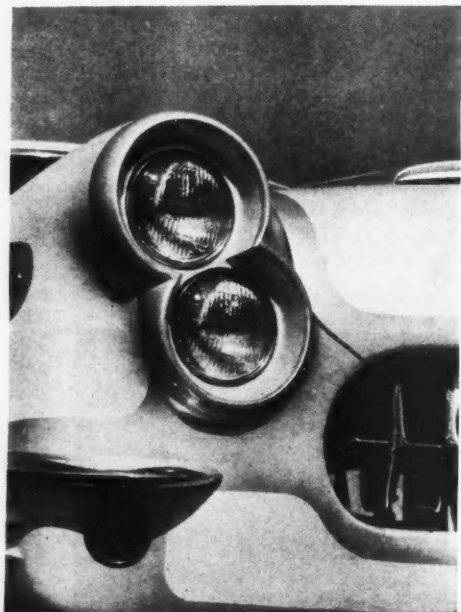
COMPETITOR'S CHOICE



Jim Sheppard wanted to join the Renegades car club and compete in auto shows—his '53 Merc went under the torch to accomplish both

Above. Long Beach, California has perhaps more than its share of stylish customs, many whose owners, like Jim Sheppard, belong to the Renegades Car Club. Jim's '53 Merc Tudor was lowered substantially via the cut coils and block route. Rear of frame was also C'd. Merc took 2½ years to construct.

Front end of Jim's jewel received the treatment but unlike many cars, everything seems to blend together, attributing to forethought before cutting. Reworked hood flows into new oval cavity housing '56 Corvette grille. Rolled pan corners protected by Corvette guards. In extreme corners, park lites.



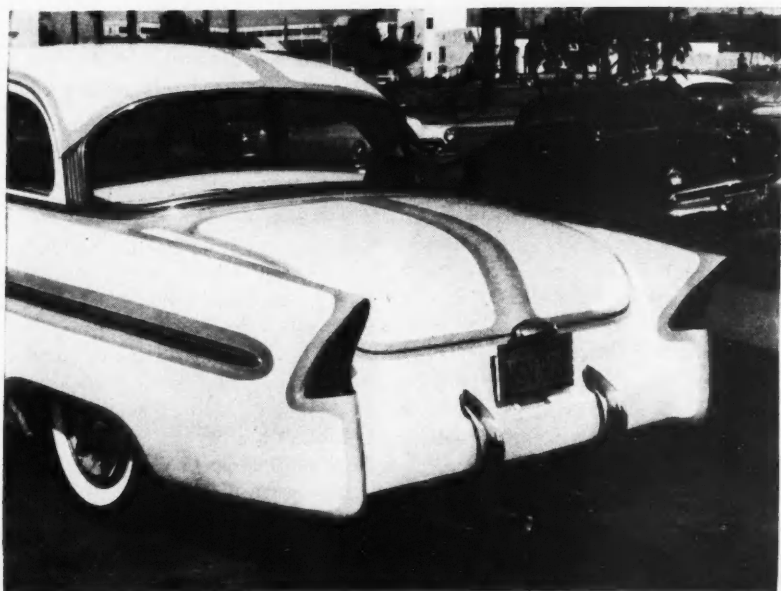
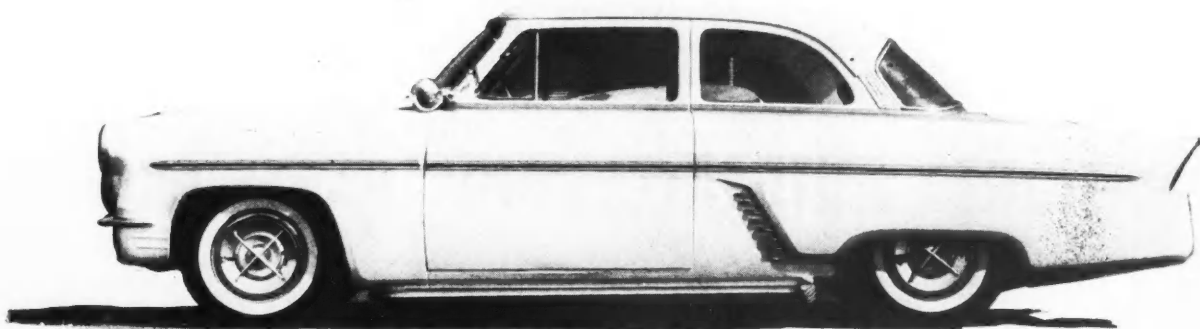
Canted quads are a combo of '59 Chev light units and '53 Merc headlight rings, tastefully mated and frenched in. This light styling is original in the application of the rings though the canted position is more or less standard today. All the body work was accomplished at Dick's Body Shop in Long Beach. Hood features single wide scoop.



Complete trunk interior is fitted with a dark blue rug trimmed in white Naugahyde. Tool pouch, spare tire, etc., are also in Naugahyde. Plush angora rug center holds chrome accessories.

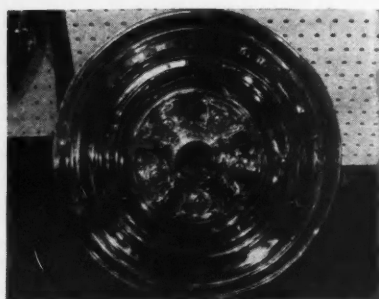


B&L Auto Top Shop of Long Beach restyled the car's interior with pleated white Naugahyde and blue rolls. Blue carpets are in same motif, capped by white pleats. Note wild angora dash.



Chrome hardware was removed from doors, deck lid, and electric solenoids installed. White pearl paint is highlighted by blue scallops, applied by Dick's Paint Studio in Compton. Full length lakes pipes and Lancer caps add a bit of dash to Merc's appearance. Scooped rear fenders have been accentuated with row of chrome bars.

'56 Packard rear lenses were frenched into the extended fenders which have likewise been faired into rolled rear pan. Inverted Corvette bumper guards are utilized for rear security, and mount above set of 4 chrome scavenger pipes. Interior trim is fully chrome plated, making this car one of the choicest conservative cars about.



NAMSCO Inc., of Bellwood, Ill., presented a dazzling display of chrome, which consisted of their latest line of hubcaps for '62. The most sensational in my opinion, which I photographed above, is the new simulated chrome full wheel cover with open look.

*What's new for '62
is on display as
manufacturers present
their glittering wares
for the coming year*

NATIONAL AUTO ACCESSORY PARTS EXHIBIT

By Bill Neumann

ON JULY 31 and August 1st and 2nd, the annual National Auto Accessory Parts Exhibit was held in the beautiful Convention Center at Las Vegas, Nevada. This unique and little known exhibit is not open to the general public, but to the buyers, dealers and manufacturers of automotive equipment. This is not a new show by any means, as this was the thirty-fifth year of presentation. On the other hand, this is the first time in the history of the show that it has been covered by a national magazine. The purpose of the show is to allow the buyers for automotive accessory houses to view the new lines of auto equipment produced by the manufacturers. In this case, the new accessories for '62 were on display. CAR CRAFT has gone to this show to give you a first hand glimpse of what to expect in the glamour and mechanical departments, soon to appear on your dealer's shelves. Over one hundred and ten manufacturers were on hand with their beautiful booth displays and wares for '62, which in-

cluded custom and chrome goodies for rods and customs, the latest in full wheel and knock off hubcaps, mirrors, spotlights, Hollywood mufflers, headers for the new compacts, colored ignition wiring kits, air cleaners or just about everything automotive. At the conclusion of the exhibit, the NAAPE awards are presented to the winning new products displayed. The NAAPE awards to the automotive accessory industry are comparable to the Oscar awards of the motion picture industry. The awards were presented by Mr. George Burns at a banquet given in the Sahara Hotel. California Custom Accessories proved to be the star of the show by winning five NAAPE awards for their beautiful new items, more of which can be found on pages 20 and 21. The awards were presented as follows:

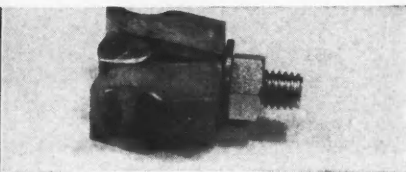
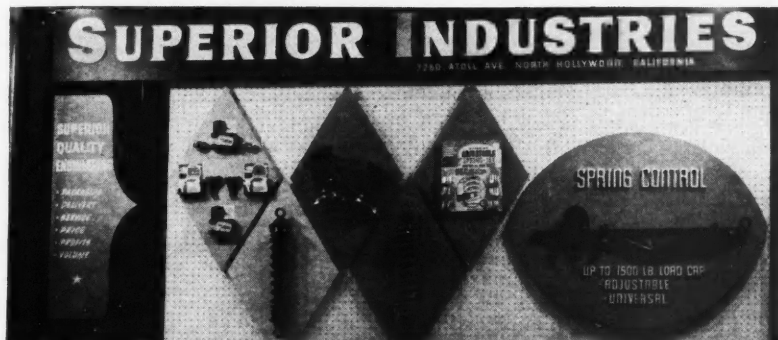
Best new product in metal — California Custom Accessories
Best new product in rubber — Bearfoot Airway
Best new product in soft goods — Lang Mfg.

Best new product in plastic — California Custom Accessories
Best new product in chemical — Turtle Wax
Best new packaged metal product — California Custom Accessories
Best new packaged rubber product — Kraco
Best new packaged soft goods product — Lang Mfg.
Best new packaged plastic products — Coffee Clubs Inc.
Best new packaged chemical product — Turtle Wax
Best new Non Automotive product — Kraco
Best new Non Automotive product packaging — Kraco
Best new Non Automotive product chemical — Plastikote
Best single booth display — Bonded Brake Co.
Best multiple booth display — California Custom Accessories
Most original product design — California Custom Accessories
Most functional part — Fenton

Accessories International of Los Angeles, Calif., displayed their latest Knock-Off Hubs, which fit all late model American and foreign cars. These beautiful hubs will look terrific as a covering on the full chrome reversed wheels or just the painted rim with a chrome ring. Hub is attached by a mounting plate behind wheel lugs, then knock-off hub is secured by a spinner.



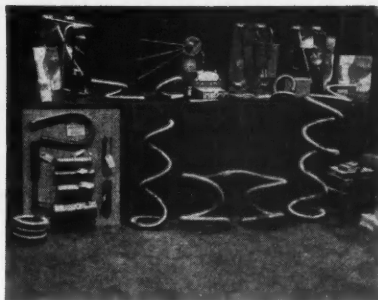
Hollywood Deep Tone Mfg., Co., of Canoga Park, Calif., displayed their latest header kits for the new compacts, Falcon, Tempest and Corvair. They also produce dual kits for most cars, including the Fibertones, mufflers, tailpipes, and new chrome extensions.



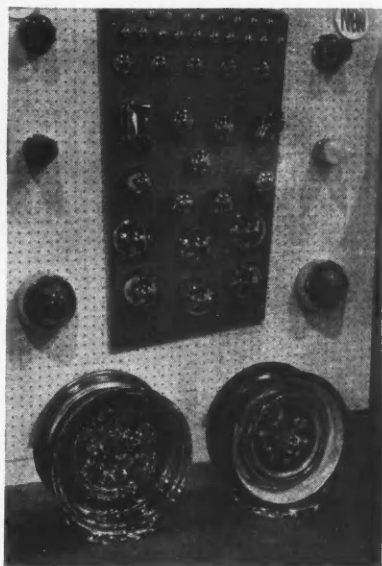
Superior Industries of North Hollywood, Calif., showed their line of helper springs in both the leaf and coil type units. Other products include the spring shock combination and their new "Boost-O-Matic" adjustable coil spring booster shown above photo.



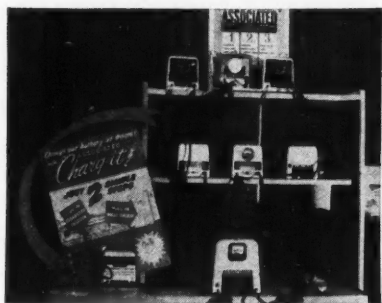
Glamorous new sideview mirrors were displayed by U.S. Metal Products Co., Inc., of Brooklyn, N.Y. Other wares include new Missil taillights, accessory license frames.



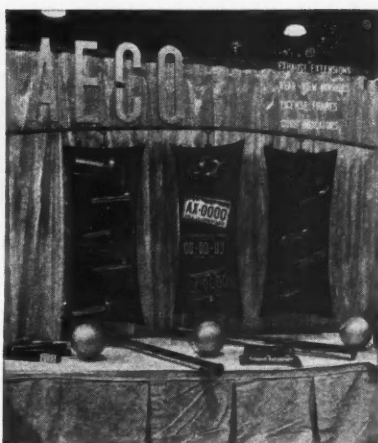
"Easibend" metal hose is made by International Metal Hose Co., Bellevue, Ohio. "Easibend" comes in various sizes, and is just the thing for building custom exhausts.



California Custom Accessories in Los Angeles, Calif., was winner of five NAAPE awards for their beautiful new products. Shown is the Open Wheel Spider, grille bullets, red and frosted Cadillac-type lens.



Associated Equipment Corp., of St. Louis, Mo., displayed their latest home battery charging equipment. You don't have to lift the hood, just plug into cigar lighter.



Left. Aces Manufacturing Company, of Los Angeles, California, has a beautiful line of new scavenger pipes, ripple, curved and straight chrome exhaust extensions.



PERSONABLE



Above. A Plymouth fordor with personality plus is Buddy Katlik's Fresno, Calif., custom. His ideas were relayed to Don Wallace who proceeded to design the necessary changes to produce this low-slung craft. 2" blocks at rear and 4" cut from front coils drop it down.

Rear end treatment is very extensive. Deck was shaved, pan rolled with small nerfs added, license shielded and fenders extended. '60 Chrysler lights were split, frenched into the fenders. Jess Sandoval of Renewal Body Shop, Clovis, Cal., performed all major body work.



Extended front end and rolled pan house '60 Chrysler grille assembly. '59 Chev headlights are canted inward at slight angle. Radio aerial mounts in one fender scoop. Hood has to be sloped forward gracefully to blend with new grille cavity. Front end is hand formed.

THROUGH RADICAL
RESTYLING,
BUDDY KATLIK'S '53
HAS ATTAINED A
DEFINITE UNIQUENESS



Below. Katlik belongs to the Pan Draggers of Fresno, an active custom club, but plans to install a big V-8 in his car as soon as possible. Mill is stock.

White Naugahyde tuck and roll interior is in contrast to Pine Ridge Green paint on exterior. Dash and inner door handles are fitted with custom plastic knobs. Stick shift places it on floor, cleans up column. Outside door and deck hardware has been removed in favor of electric solenoids, also all exterior trim has been deep-sixed.

PLYMOUTH

Photos by Ron Taylor

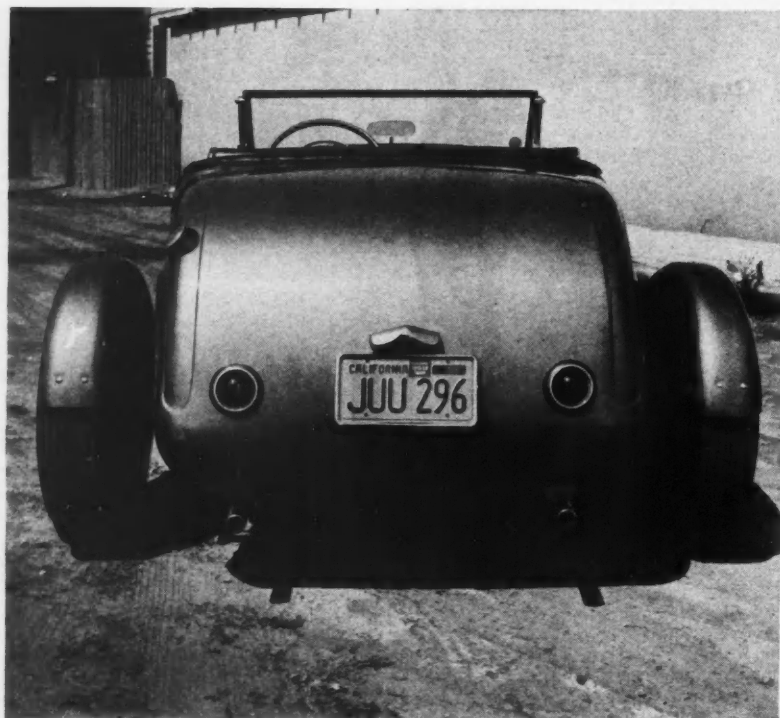


here's how:

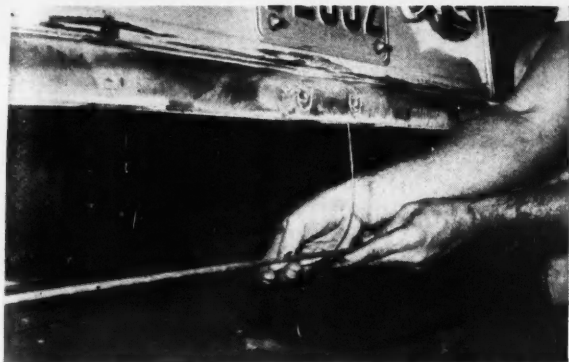
Rolling the rear
pan on roadsters —
just the thing
to sharpen up
those custom show
or street rods



Photos by George Barris



HOW OFTEN HAVE you witnessed a real sharp looking roadster driving past or perhaps on exhibit at one of the car shows? More often than not, these classic vehicles featured a slight rake forward, attributed to different tire sizes and/or a dropped axle up front, one of the points that makes it a roadster, not just a car. But the average hot rodder has to be content with a standard undercarriage, clean and painted, unadorned with lots of chrome and perhaps a quick-change center-section. Oftentimes this presents a view from behind that isn't the most attractive, and the thought is that something must be done. This is where rolled pans come in. They not only hide those huge rear springs, shocks and rear end, they add their own brand of beauty to the roadster's tailend. The flowing lines of the "A" or '32 body no longer ends abruptly. Rolled pans have their place alright, and for a how-to, check the next page.



1. Take measurements at rear of body for width, depth of rolled pan in planning. Then form a rod to the prescribed roll shape.



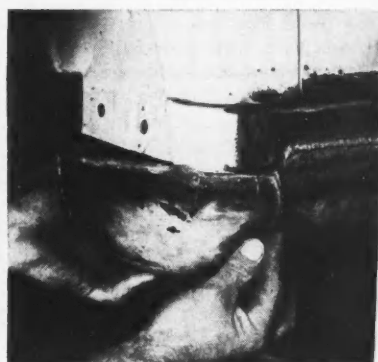
2. Roll a piece of 20 gauge cold roll metal trimmed to fit width of roadster body to shape of contour rod. Bend hem at bottom.



3. Tack pan in place, then weld solid to body using $\frac{1}{16}$ " welding rod. Don't warp.



4. '36 Ford headlights are used for corner sections. Lights govern the depth of pan.



5. Trim light section to fit the body, pan. Hem the inside edge for strength, weld.



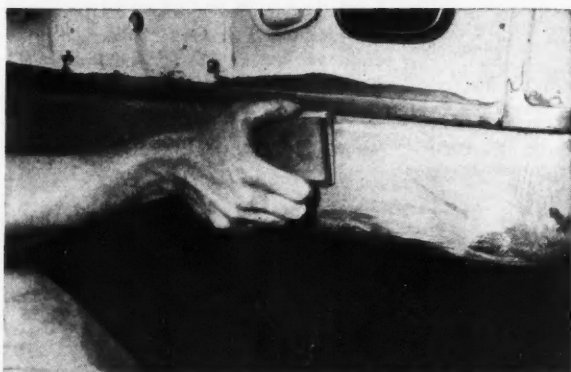
6. Grind welded surface with a 24 grit closed coat disc. Clean pits with brush.



7. Tin reworked areas thoroughly, apply 70-30 lead, with paddles, to entire area.



8. Smooth leaded area with 24 grit open coat disc. Finish surface with vixen file.



9. Block sand complete working area with 320 grit paper. Clean with wax and grease remover, wipe with metal prep, then primer.



10. Finis... After priming, body is ready for final painting, installation of the nerfs or bumpers. Car's appearance is better.

WOULD YOU PAY \$35 to \$65 for approximately 2/10ths second better e.t. and one mph more trap speed on the drag strip? If so you'd better start thinking seriously about these new floor shift linkage conversion kits. They do the job. We proved it against Gil Kohn's super-accurate Chrondeks at Detroit Dragway last June. The kits are no cure-all for poor driving or sloppy transmissions; but when set up right and handled properly in probably nine out of ten cars they will save a measurable amount of time. When you consider that even 1/10th second saved on e.t. is equivalent to almost a full car length at 90 mph it seems worth thinking about.

So you fellows who have been wondering whether to invest the price of a butyl tire in something you're not sure of — read on . . .

IT STARTED WITH THEORY

This whole project started early last spring when I was doing a little idle slide rule slipping on the effect of shifting time on drag strip e.t. and speed. My first thoughts were that it probably wouldn't have any huge effect. But the



Should You Convert To Floor Shift?

By Roger Huntington

more I figured the more important this factor began to look. It wasn't long before I had out my graph paper and planimeter for a closer analysis. By plotting a curve of speed vs. time for a typical stock car, then allowing for various shifting time periods by putting appropriate kinks in the acceleration curve at the shift points, I was able to measure the area under this curve with the little planimeter instrument — and this gave me the time required for the car to cover various distances. And this, in turn, gave me the speed and e.t. for the quarter mile.

The results of this quick check really shook me up. The basic acceleration curve I set up for the "typical" stocker, assuming zero shifting time, gave an e.t. of 16.7 secs. and a trap speed of 83.5 mph. This is the theoretical ideal for this car. The next job was to estimate some typical shifting times, or actually the length of time during the shifting process that the engine power is disconnected from the rear wheels. During this period the car is actually decelerating slightly. I figure a good, brisk shift with either floor or column linkage will take around 3/10ths second. If we allow for this time lapse on the above typical stock car at shift point speeds of 40 and 62 mph, our calculated e.t. goes up to 16.9 secs. and the trap speed drops to 82.5 mph. In other

words we're losing 1 mph in speed and 2/10ths in e.t. even with real fast shifting — compared with the theoretical ideal for a given car.

But now suppose we allow a full second for shifting time — which would probably be equivalent to an average shift with a very sloppy column linkage. In this case our e.t. shoots up to 17.4 secs. and the trap speed drops 'way down to a flat 80 mph! And if we spread our shifting time period out to 1.5 secs. — almost allowing for two "missed" shifts — the e.t. goes to 17.8 secs. and the speed down to 78.5 mph. In other words very poor shifting on the strip, whether the fault of the transmission, the shift linkage — or maybe even the driver — can easily cost up to one full second in e.t. and 4 or 5 mph in trap speed!

Obviously this stuff is dynamite. It's

a factor that no smart drag strip enthusiast can afford to ignore. I figured it warranted more detailed analysis than I could do on the slide rule and graph paper . . .

SO WE TESTED

Several of the well-established floor shift kit manufacturers were glad to donate linkages for the project. I made no attempt to test all available brands or models. The object was to check just the general types of linkage on several different makes of cars, and see how they compared in drag strip performance with the original factory column shift linkages in those cars. Results of these tests can probably be applied to other kits of similar type and quality that were not tested. In selecting cars for the tests I tried to cover a wide range of stock classes, performance potential, and car models '55 and later.

Les Stanford chopped .25 second off his e.t., gained almost 1 mph in trap speed with H pattern floor shift kit. Les drives a '61 Dodge Dart boasting 375-hp, really hauls.



I made no attempt to get cars with either good-working column shift mechanisms or poor-working ones. These are average cars that you might see at any drag strip on a Sunday afternoon. Two of them did not have special low-ratio axle gears. In fact two of the cars were on the-spot volunteers who offered to hook up their column shifts again just to see exactly what their floor levers did for them.

In the selection of floorshift linkages for test, as mentioned, I tried to blanket the major types. I was especially interested in differences between the "H" shift patterns and the straight back-and-forward shifters. In addition I wanted to include a kit designed specifically for selector-type transmissions, as used on late Buicks, Oldsmobiles and pre-'58 Pontiacs. Cal Automotive's new "Eliminator" linkage was the logical choice here, which is the only one of its type available. (The selector-type trans has only one shifting lever on the side, and it must move in and out as well as back and forth in selecting the gears. This layout is traditionally hard to shift fast with the usual column linkage.)



Sole car equipped with a selector type trans in test was driven by Jack Bartley, ran Cal Automotive "Eliminator" kit, E.T. was cut $\frac{1}{10}$ ths of a second, mph raised two.

The testing procedure was very simple. The boys installed their floor-shift kits, but left the original column linkage in place so it could be quickly hooked back up. They all had a chance to practice a week or so with the floor shifts. On test day each car ran through the Detroit Dragway quarter a couple of times to get the feel of the strip, and then made their first official test runs on the floor shifts. Each car ran through at least three times. Then back in the pits to switch back to column shift — (which took generally not over 30 minutes) — and out again for three runs with the old column. I took the best speeds and e.t.'s each way as the representative figure, not the average. I felt this would give the better comparison. Drivers were instructed to get the best times they could with both linkages, to throw as hard shifts as they felt they could without breaking anything.

And the results are in the accompanying table.

WHAT DO THE FIGURES MEAN?

So now to the meat: Are the floor-shift kits *really* faster on the drag strip? If you take an average of all the cars tested you will see right away that they *are* — by something around $\frac{3}{10}$ ths second on e.t. and maybe 1 mph on speed. But there are notable exceptions. Wagner's '60 Pontiac and Williams' '61 Ford showed negligible improvements. It is significant that both these cars had extremely — and *unusually* — smooth-working column linkages. The boys could bang speed-shifts unmercifully with their columns without a murmur of protest. Let me point out again that this is not a common characteristic of a column linkage and transmission combination. It is my opinion that perhaps not over one out of five cars coming off the assembly line (of a given make and model) can ever be made to shift like this. The condition is largely coincidental. I've known fellows who have completely rebuilt their column linkages, replaced all bushings, realigned and re-adjusted everything — and still could never shift like this. Part of it is undoubtedly in the transmission, in the fit of the internal shift-

available will not do anything for your drag strip performance. It depends on how fast you can bang 'em with your column.

But there's another factor you should think about: "Missed" shifts are almost unheard-of with the short, stiff, positive floor linkages, when properly adjusted. You can relax, throw your shifts with an easy motion, and be very sure of hitting the gear every time. With the potential deflection in even the best column linkage you can never be quite sure. You have to watch it all the time. All the fellows who tested mentioned this as an important feature.

However, by the same token, the floorshift linkages are so positive and stiff that they do put a terrific additional load on your transmission when you shift fast. In effect, the transmission itself, rather than the shift linkage, becomes the limiting factor in shifting time. This was painfully obvious in our test program. Three of the fellows blew transmissions in practice (though two were able to get going again in time for the tests). You can't slam gear changes with all your strength, like the ads might imply. You must be reasonable. And I can't over-emphasize the importance of having your transmission in perfect condition to get the most out of a floorshift kit. If any of the crucial internal parts are badly worn you're headed for trouble. Think it over.

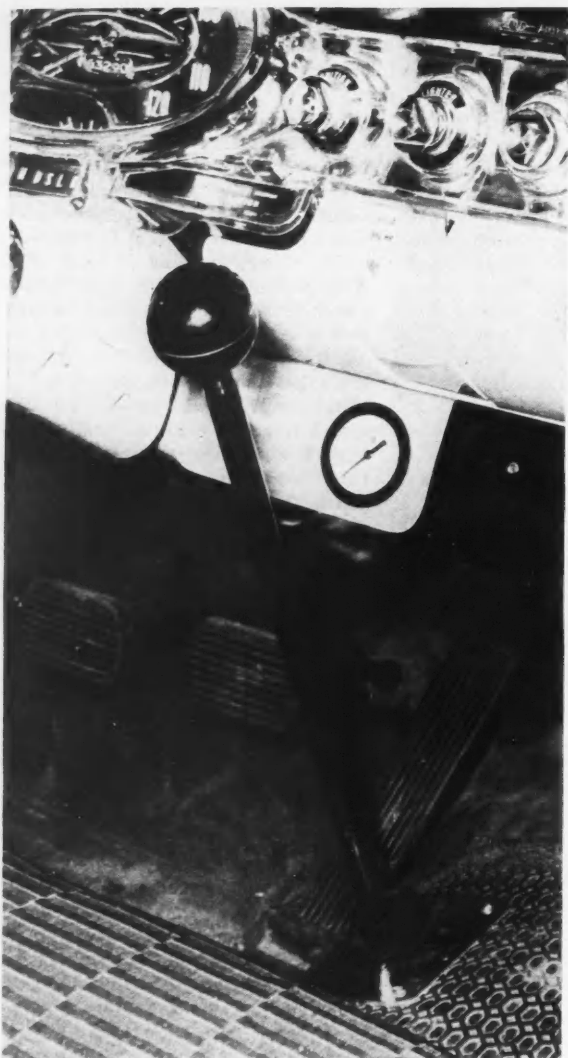
And how about the 'H' vs. the 'I' shifting pattern? Frankly, we could find absolutely no advantage in the straight-line pattern. The fellows who switched their convertible linkages could find no significant differences — or if there were they were too small to measure on the clocks in a consistent pattern. On some straight shifters the shift handle is spring-loaded to move up as you cross the neutral position and go into second gear. It is possible to miss shifts — even catch reverse gear

(continued on following page)

Chart reveals the differences in e.t. and mph lost or gained by various cars tested. A couple proved just about as capable with their stock linkages, but overall a gain in mph and a shorter e.t. was evident. However, all cars tested ran strictly stock engines.

TEST RESULTS ON FLOORSHIFT LINKAGES, Detroit Dragway

DRIVER	CAR	ADV. HP.	CLASS	SHIFT PATTERN	COLUMN		FLOOR		REMARKS
					E.T.	SPEED	E.T.	SPEED	
Les Stanford	'61 Dodge	375	S/S	H	15.58	90.42	15.33	91.27	
Chuck Liptow	'61 Ford	401	S/S	H	15.18	98.25	14.62	99.11	
Bill Williams	'61 Ford	375	SS	H	14.58	101.12	14.56	101.12	
Perry Wagner	'60 Pontiac	348	B/S	H	15.30	92.21	15.32	93.26	
Jack Bartley	'57 Olds	300	D/S	H	16.31	88.92	15.74	90.63	Selector trans
Bob Bartley	'59 Chev	230	FS	H	16.48	85.47	16.37	86.62	
Denny Little	'59 Pontiac	245	G/S	I	19.14	77.92	17.70	79.78	Very sloppy column shift; 3.08 gears
Jerry Lutz	'60 Pontiac	215	H/S	I	17.84	78.53	17.79	17.18	
Dick Landis	'55 Chev	—	D/G	H	15.48	92.68	—	—	Shift handle snapped off, first run
Jim Clark	'57 Chev	—	D/G	H	—	—	—	—	Blew trans in practice



Should You Convert To Floor Shift?

Big man-sized stick protruding from Jack Bartley's '57 Olds is Cal Automotive "Eliminator" linkage for the selector-type trans. This unit has ball joint on the top of trans, stick works shift arm with no intermediate linkage. Works like greased lightning.



Testers had to make three runs for times with floorshift linkages after familiarizing themselves with the strip. Then a switch was made to standard column linkage that had been left intact, for an additional three runs against the clocks. Switch took about 30 minutes on the average. Most cars tested averaged 1 mph faster and about 3/10ths second quicker with the conversion.



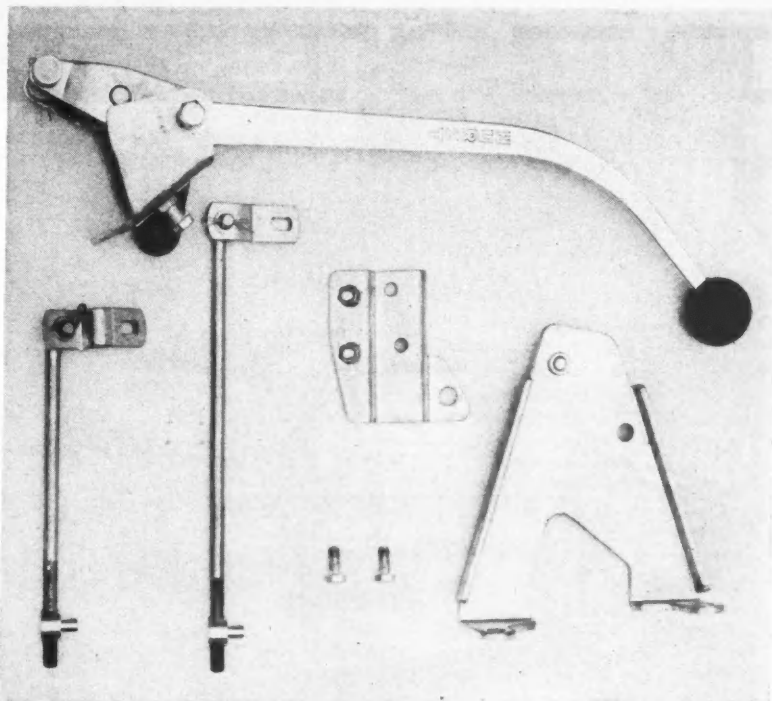
Perry Wagner blasts off in his '60 348-hp Pontiac, turned almost identical e.t., with column linkage as with the floorshift kit. Was one of two cars running perfect operating stock setups, which he knows how to manipulate with skill, that never realized much benefit from converting to floor unit. On the average though, an investment in a conversion kit is a very worthwhile step.

—with this deal. Careful adjustment helps the condition; but you never feel quite safe. If you stiffen the spring load to give a more positive shift it's very difficult to push the handle down to get in low or reverse gear. The distance across the H is hardly more than an inch on most of these shifters, so for all practical purposes they are very positive *straight* patterns for quick shifting. You can't better the time with the true straight pattern, regardless of how smooth it works — especially when you remember that the trans, and not the linkage, is the limiting factor!

I want to single out for special mention the Cal Automotive "Eliminator" linkage that Jack Bartley tested on the selector transmission in his '57 Olds J-2. This has a long, beefy handle that pivots on a ball joint bolted to the top of the trans case, and works the shifting lever directly, with no intermediate linkage. This crazy thing works like grease. You *can't* miss a shift. Bartley dropped his e.t. 6/10ths second and upped his trap speed 1.7 mph with it! With this shifter the selector-type transmission is fully as fast as anything on the strip — maybe even *faster*!

In conclusion I might mention some interesting remarks by George Hurst on this matter of shifting time. (He manufactures the Hurst-Campbell linkages.) He agrees that the modern floorshift conversion linkages are so stiff and positive that the transmission — *and clutch* — are now the limiting factors in shifting time. In a way it's frustrating to him because there's more potential here that he can't tap by improving his already-beautifully-engineered linkage. He says the answer is in stronger synchronizers and smaller clutches that have less rotational inertia (flywheel effect) and can be dropped that 40% or so in RPM during the shifting process with less synchronizer force. This is why the close-ratio Corvette 4-speed gearbox with 10-inch clutch, with an RPM drop of only around 25% between gears, can be shifted so fast and sure. George says we need to develop smaller clutches for all engines. The gleam in his eye betrayed something up his sleeve! He wasn't talking much . . . but I wouldn't be surprised to see some specialty equipment for clutches and transmissions on the market within a year.

Meanwhile I can heartily recommend one of the quality floorshift H-pattern conversion kits if you want to improve your times at the drag strip. I can't guarantee a performance boost; but the chances are probably three in four you'll get something **measurable** — you'll certainly end up with valuable insurance against missed shifts. I think it's a bargain at \$35 to \$65!



Hurst floorshift conversion kit is broken down to illustrate the main parts generally comprising such a kit. Stick and shifting unit are at top, shift rods at left, the brackets and mounting bolts at right. This unit was utilized on some of the test cars.

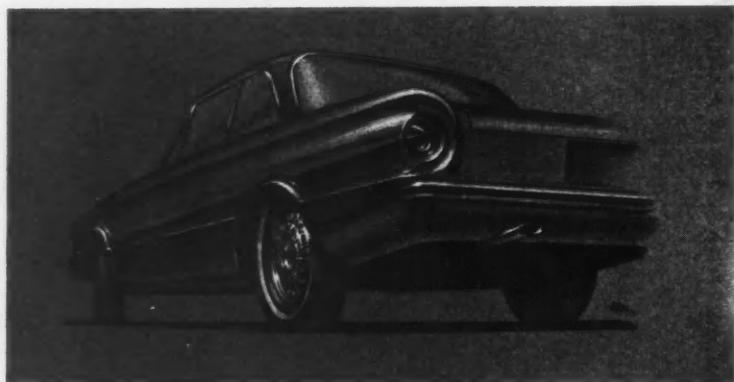


Jerry Lutz burns off in his floorshift equipped '60 Pontiac fitted with small 215-hp engine. Ended up with a loss in mph department and a very negligible savings in e.t.



The linkage kits came with all necessary parts, floor boots, clear instructions, made neat installations. Most of the kits were installed within two hours, no difficulties encountered. All of the test drivers were allowed time before test day to familiarize themselves with sticks so the best times could be made. Selector stick gave best overall boost in mph, cut in quarter mile e.t.

RESTYLING



MILD... Stylist William A. Moore felt that a more obvious difference between the regular Falcon and the luxury model Futura would be desirable. So, here we go... The front end could be constructed from the following —'61 Olds F-85 front bumper and pan, including stock guards and parking lights. A small section of the Falcon front fender would require reshaping to conform to the bumper. The grille is a '61 Ford center bar and the two inside light housings only. The center bar would be flanked both above and below with two '60 Oldsmobile grille bar units. The side sculpturing would remain stock except for the line at the very front, which would be recurved to conform with the front wheel well flare.

Two rear ends are offered — one using Dodge Polara ('61) taillights, which would entail a bit of work because the rear fender tips would also have to be reworked to conform. The second taillight setup would be somewhat more simple, consisting of '59 Buick units frenched in. With this setup, the fender roll could remain stock. The Dodge unit could follow around the back and across to the other side. The rear bumper could be from either the Corvair or the Tempest. The pan below is stock Falcon with the holes filled in. Depending on how far one might like to go, one rear view shows the wheel well opened up.

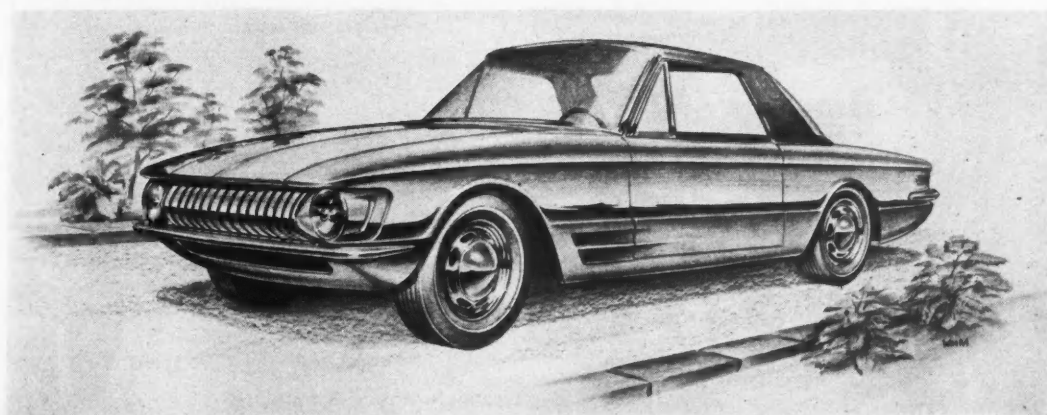
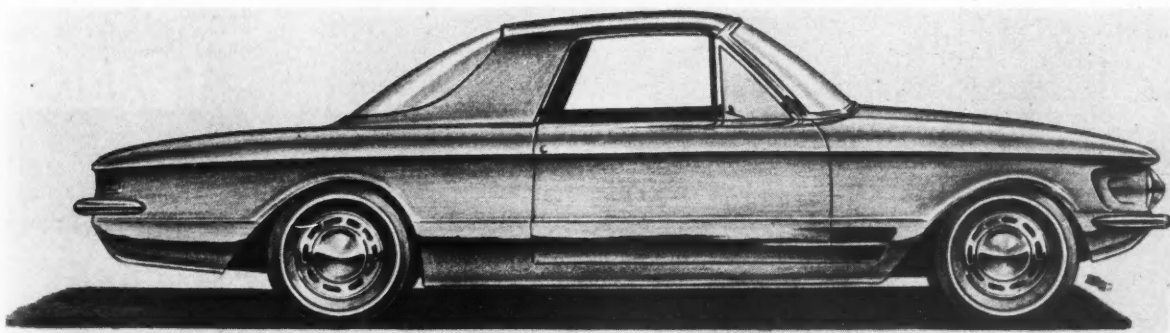
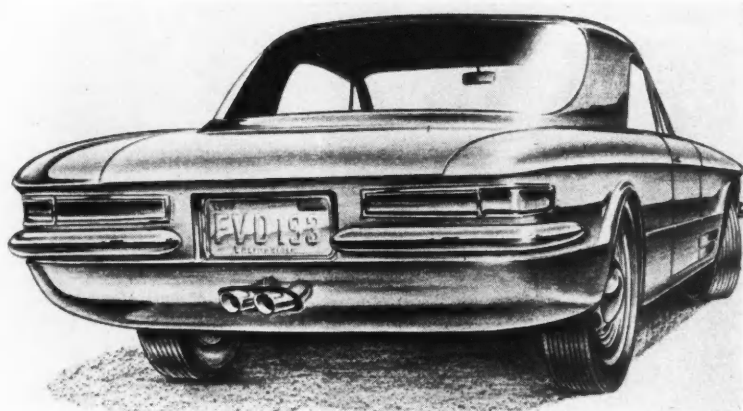
from mild....to wild

THE FALCON FUTURA

Illustrations and design by William Moore

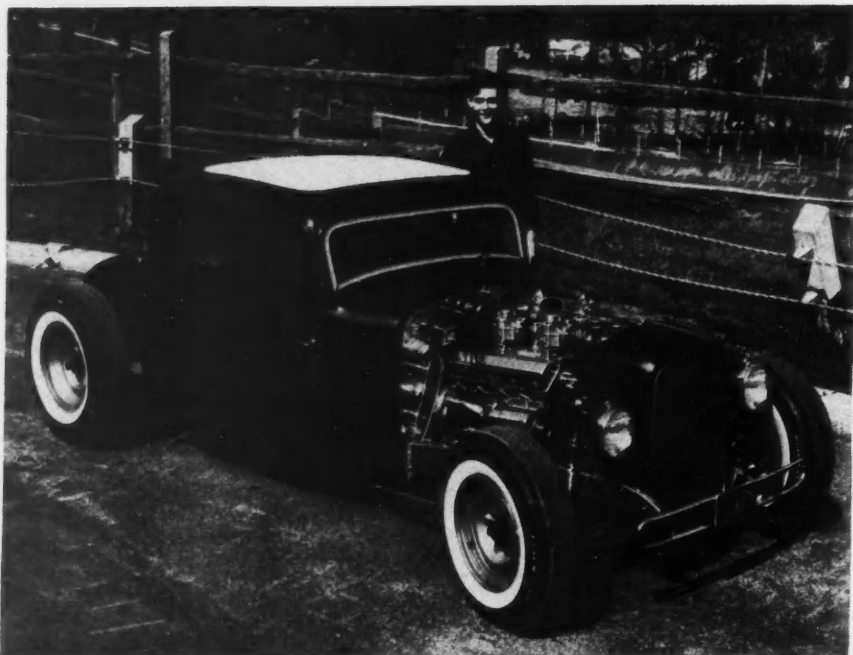


WILD... The body is sectioned $3\frac{1}{2}$ inches, and channeled to boot. The rear wheel well is deep-welled and flared. The car is made into more of a coupe than before by using part of a '61 Ford Galaxie top, and adding sheet metal to accept the Corvair Coupe rear window. The front fender line is lowered and reworked to fit an altered Olds F-85 hood. Windshield and wind wings are stock, while the bumper is '59 Buick with a hand-formed lower pan, including an air inlet scoop. The headlight housing itself is stock Falcon, while the treatment around the side is hand-formed, housing parking lights made from flat, transopaque plastic. The grille bars are rolled from $1\frac{1}{4} \times \frac{1}{8}$ inch flat stock and chromed. The rear deck is from Buick's Skylark, and the rear fenders are altered to fit, with the sculptured line running straight across the rear. Taillights are also Buick Skylark, switched end for end.



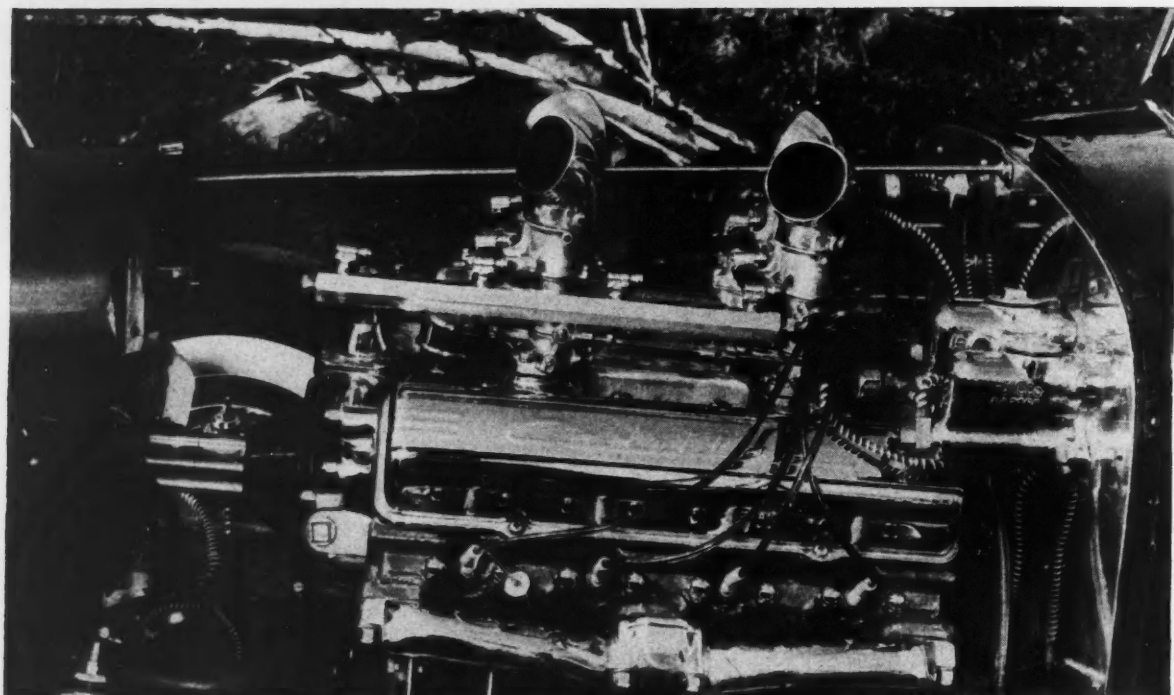
'B' IS FOR BOMB

Norm Prestup's three-window Model B knocks off trophies in both the show and go divisions



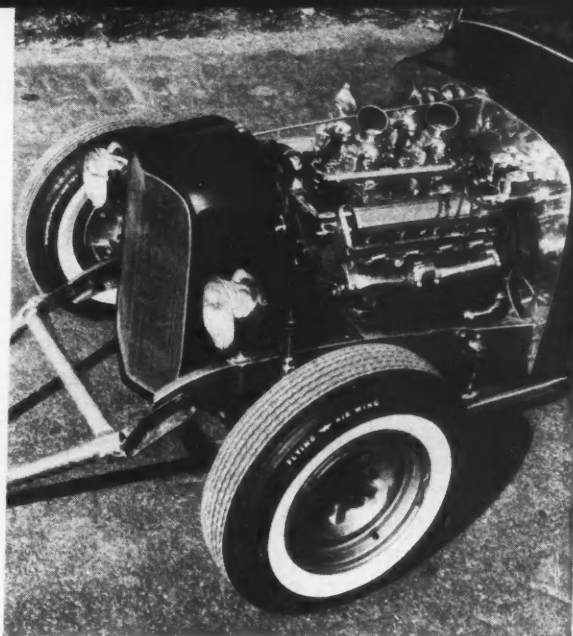
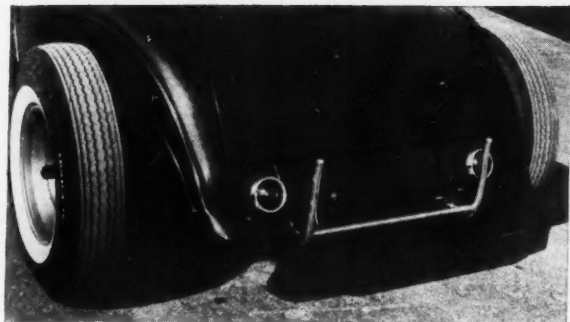
Following a long search, Norman Prestup, a college student from Kearny, New Jersey, located a '32 Ford three-window coupe from which he built this beautiful street coupe. A 3 inch chop and 8 inch channel job brings the deuce down to near ground level. Norm commissioned B.W. Automotive Specialists in Hackensack to perform the custom work along his ideas. However, it took two years to build the deuce.

Mounted in front of a polished aluminum firewall is a very heathy '55 Cad mill, chromed to the hilt. Norm had it bored out, runs aluminum pistons, Howard cam, Cragar manifold with 4 two-barrels, Mallory ignition. Engine and lightened fly-wheel were both balanced. Trans is popular '37 Cad stick. Swing pedals operate '46 Merc hydro brakes, hydraulic clutch. All unnecessary holes in the frame were filled.

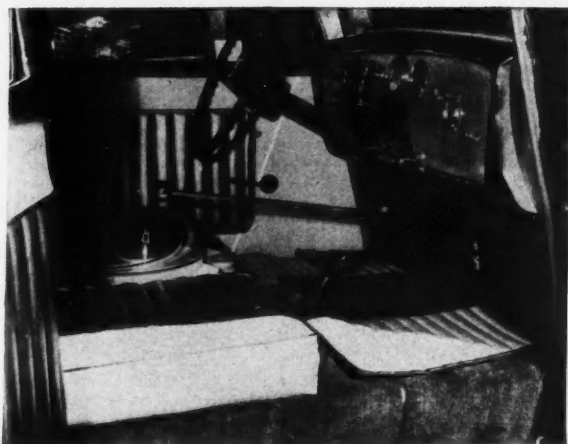
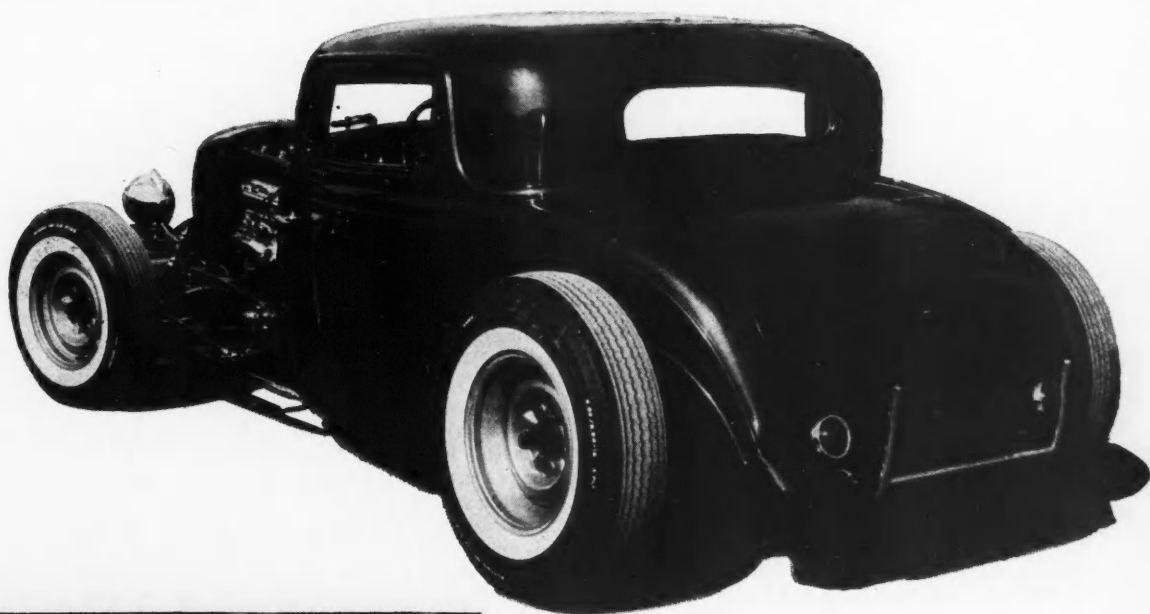


Deuce grille shell has been sectioned 4 inches, filled in and extended rearward at top to hide the unsightly radiator fill tank. Coupe is mounted on a '34 Ford chassis, quite the switch. '34 steering, front axle are used, too. Tube shocks replace the stocks.

C'd frame and reversed spring eyes drop rear of deuce. Front axle is dropped '34 with spring eyes reversed likewise. Rear skins are 8:20x15's on reversed rims while the front runners are 7:50x14. Renown '50 Pontiac blinkers light rear. Not much nerf.



Photos by Woody Higgins



Member of the Quarter Rods & Customs of Kearny, Norm runs at the Union County Dragstrip. On the glamour side, his Titian Red bomb has placed first in three shows. Roof of coupe has been fitted with a pleated top while the deck has been shaved. Body clearance for rear wheels has been aided by Merc rearend.

Custom Corners in Clifton, New Jersey, finished the interior with striking gold and white Naugahyde upholstery, complete with pleats. Behind the Impala steering wheel is massive '56 Packard dash panel that has been narrowed and sectioned, fitted with Stewart-Warner tach. Seats are special made. Note hand brake.

MR. CONSISTENCY-



the world
stock
points
champion?

BY DICK WELLS

WHILE YOU READ THIS — THE DRAG RACING TITLE FOR STOCK CHAMPION WILL HAVE BEEN DECIDED. IF BRUCE MORGAN DIDN'T MAKE IT — HE AT LEAST PROVED THAT THE "AVERAGE" HOT RODDER STILL HAS A CHANCE IN THIS TOUGH DIVISION AND A CRACK AT THE POT OF GOLD!

NOT UNTIL 1960, when National Hot Rod Association introduced drag racing's World Championship Points Program, did the average hot rodder have an opportunity to compete and possibly become one of drag racing's 'name champions'. The Points Program, which this year was divided into two divisions — one class for stock cars, another for "hot" or competition cars—is an entirely new system whereby drag racing's true champions are determined: the drivers who most consistently win their class of competition during the sport's official season are duly titled World Champions.

This year, bucking torrid competition but entered in the Points Program with a firm determination to be among the contest's Top Ten or possibly become the year's stock division champion, Bruce Morgan of San Gabriel, California, will no doubt claim the 1961 title. Morgan, a typical hot rodder who operates his car free of any sponsorship and does most of his own mechanical work maintaining his car,

a 1957 Chevy, has proven beyond doubt that anyone can be drag racing's World Champion.

Morgan's points have been earned, for the most part, at his home strips in Southern California; however, some trips, requiring extensive full-weekends of travel, have been made to compete at hot rodding's official Regional and Divisional Championships where his wins earned him bonus points (double and sometimes triple points) to achieve the lead place he now holds.

Equipped with fuel injection, Morgan's 1957 Chevy entry competes in B Stock class according to NHRA Drag Rules classification. The car retains its stock condition, running only Hedman Hedders, a .030" oversize bore and a balanced engine as moderate engine changes. A Corvette four-speed box transmits torque to the rear wheels via a 4:56 Posi-Traction rear end. The engine, Chevy's famous hi-winding "283", is tuned by Don Nicholson of Service Chevrolet, Pasadena, California, and owner Morgan. The Chevy

turns in times right around the 100 mph mark with E.T.'s under 15 seconds.

The '57 Chevy tudor hard-top takes on a striking appearance with its glossy black finish, set-off with a set of chrome, reversed rims.

Morgan's beginning in drag racing dates back to 1954 when he started racing with a '53 Chevy '6'. Following the '53, Bruce went into a '54 and later graduated to a '55 Chevy when the V8's were first introduced. Since the '55, Bruce has entered competition with a '56 Chevy, then obtained his '57 with which the upper Top Ten place in points standings has been gained. With each car, an enviable string of wins has been recorded by top-notch driver Bruce.

A truck driver by trade, Bruce is married and has a family of three children. He's the average American hot rodder who reserves weekends for his favorite hobby — drag racing. His many years of drag racing experience portray a true picture of the typical hot rodder, competing in drag racing of real championship calibre.

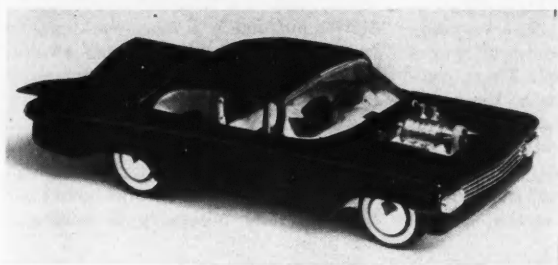


MODEL CRAFT

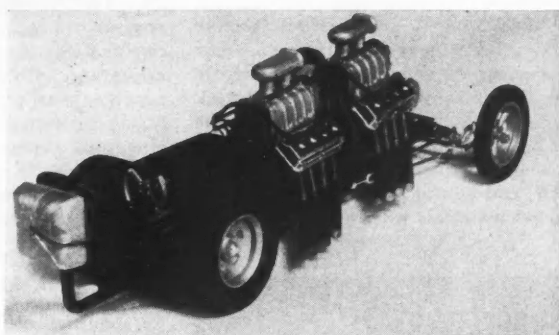
Model shops are going in for miniature car shows in a big way, with large entries, sharp competition, lots of trophies and special attractions that really bring 'em in...



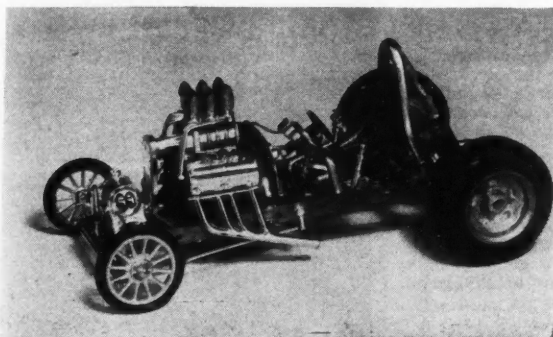
Toytown, a model and hobby shop in Rosemead, California, went all the way in promoting a recent model car contest. In upper left photo is Mickey Thompson's 4-cylinder Tempest Streamliner on display in front of the shop. Many other attractions also helped to bring crowds to the contest. At far left, part of the window display of winners and trophies. Near left, Bud Lang of Car Craft was on hand to judge models — a difficult task with so many fine specimens.



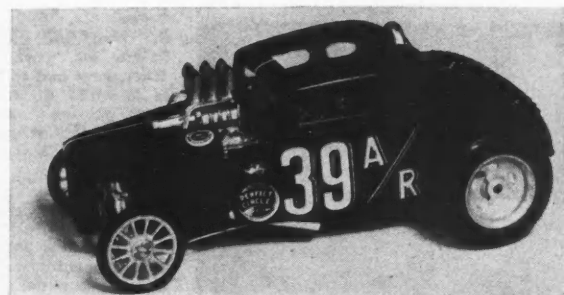
In the Toytown contest, the winner of the Street Rod class was this fine piece of work by Bob Edmiston — a '59 Impala with a blown Chrysler engine. Had bar grille, excellent body detail, rolled front splash pan and opal-violet color. (Schwinn spray can!).



Above, winner of the Dragster class was this in-line blown and injected Chrysler dragster by Tom Bender. It started out as a Monogram "Sizzler" kit, and was detailed out with welding rod. The tubing was painted flat black, and what body there is has received a metallic blue paint job. Below, Bob Seelard picked up the honors in the Competition Car class with this 5-window modified Deuce. It's gloss black, and shows a lot of ingenuity.



Above are shown several of the reasons why Bob Seelard's Modified '32 5-window Ford coupe is a show winner. It has a removable body, and when it's lifted off, lots of well-detailed goodies come to light, such as a blown Chrysler engine with six 2-barrel carbs, Moon tank, tachometer, etc. It's the little things...

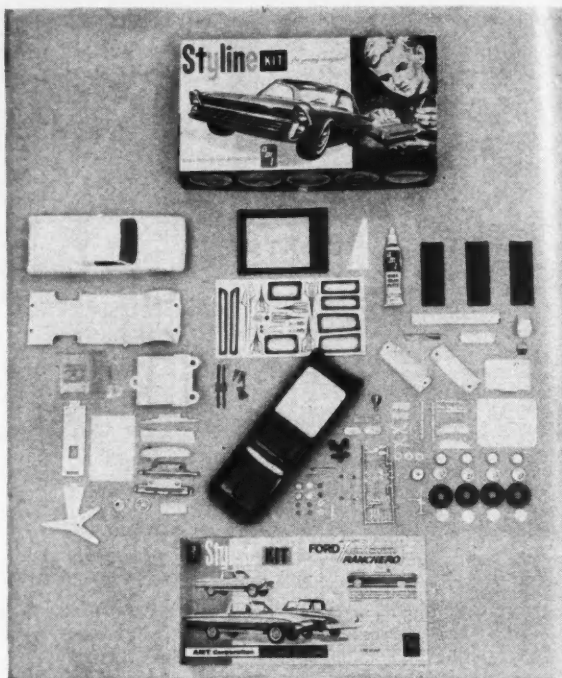


Photos by Bud Lang, Bob Crabtree

MODEL CRAFT

Armchair and workbench restyling experts will have a field day with AMT's new Styline kits, the natural evolution of the model car customizing activity that's sweeping the country...

Right. One of the new Styline kits by AMT is the Ford Falcon Ranchero. Almost everything (except glue, paint and tools) is provided to help the modeler create a real "one-of-a-kind" showpiece. Completed car in center is just one of the sharp-looking customs that may be worked out with kit... when you start improvising on this kit, you'll really have a "way-out" lil' custom!

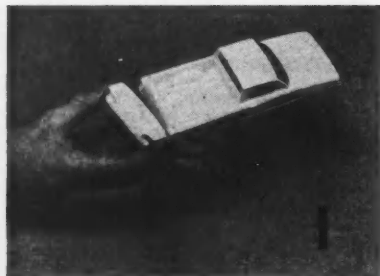


Photos by Randy Holt

IN THE PAST, model manufacturers have offered "3-in-1" kits from which replicas of popular cars, both old and new, could be built up in stock, custom or competition form, with most of the factory-supplied modification choices taking the form of special hubcaps, rear view mirrors, antennae, and other little goodies to hang on the primarily stock bodies. Any major modifications to the bodies of these cars were left pretty much up to the individual to do for himself, and he had to go to the scrap box to get materials with which to perform

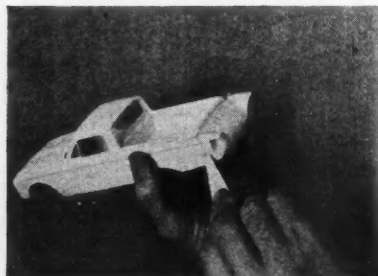
his restyling tricks. Now, AMT has unveiled their "Styline" kit, which offers, in addition to the regular stock bodied car and the abovementioned goodies to hang on it, several major restyling components which may be used in many combinations to completely alter the appearance of the model. These components, worked out in a three-way huddle between AMT, CAR CRAFT Magazine and George Barris, enable the modelbuilder to construct a truly personalized, "one-of-a-kind" showpiece. They do not, by any means, detract

from the amount or quality of ingenuity and craftsmanship that so many model-builders have displayed in their work in the past, but merely bypass the scrap pile to help the modeler arrive at the desired outcome in a more workmanlike way. The AMT kits furnish several "add-on" fronts, rears and other parts for the models, and a method of attaching them that makes the finished product look like it just rolled out of one of the nation's finest custom shops (which it did — *your workbench!*) All the materials necessary to customize



1. Let's add this custom-designed rear end to the Falcon Ranchero. AMT's Styline kit provides almost everything needed. First step is to bevel the inside edges of the piece, so that it will fit smoothly into place without any edges showing...

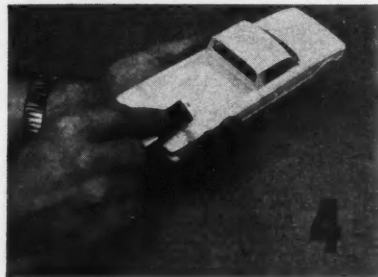
2. After gluing the new rear end in place, use the "body filler putty" provided to fill in any gaps between the stock body and the new piece. Use plenty of putty to build up the surface, or it will leave dips in the surface when it shrinks in drying.



3. Using the plastic spatula or "slick" in the kit, work the putty into all the holes, gaps and spaces. The main idea here is to build up the material for sanding later, so don't attempt to get a smooth, finished job at this point of the game.

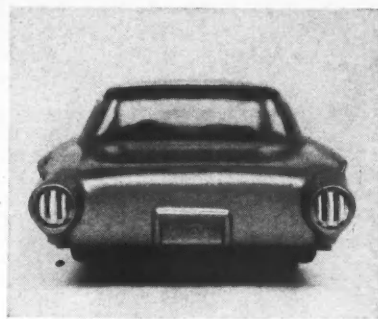


4. Allow putty to dry thoroughly before sanding — overnight's best. Add more if needed. Then, using coarse sandpaper and sanding block from kit, start working to desired contours. Wet-sanding is quicker and saves paper. Finish with fine paper.





Among the AMT Styline kits is the Ford Galaxie Club Victoria Hardtop, shown at left with the rear end revamped with sunburst taillight housings, chromed rear bumper blade, etc. Several styling components are included in each AMT kit, and swapping from one kit to another leads to many combinations, such as seen on the Galaxie at right, with the deck extension, custom taillights and frosted taillight dividers from the Thunderbird Styline kit.



At left, the front end of Ford's Galaxie takes on an entirely new look with AMT's twin-grille body extension and the nacelle extension for vertical dual headlights. At right, the Thunderbird grows a beautiful new rear deck and bumper bar with components right out of the custom kit.



and/or restyle your model are furnished, from the basic "add-on" parts, a tube of body filler putty and several pieces of sandpaper, to custom upholstery and chrome-finished custom grilles that will add a crowning touch of beauty. Thus far, the Styline models offered by AMT consist of the Ford Galaxie, Thunderbird and Ranchero Falcon. It's up to you whether you want to have a showroom stocker or a show-piece shocker!

At right, Car Craft's camera moves in close for a detail shot on the front end of the Falcon Ranchero, showing several of AMT's styling components, such as the front extension with tunneled headlights, chromed bar grille, and custom hubcaps. Below, a closeup of the rear end shows the bed extension (subject of our how-to-do-it at left), custom taillight housing and tapered taillights. The body filler putty helps to achieve smooth, flowing lines.

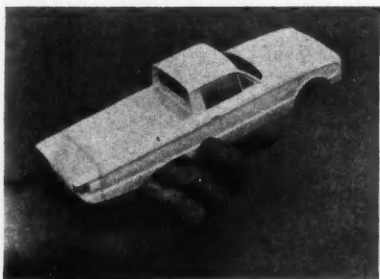
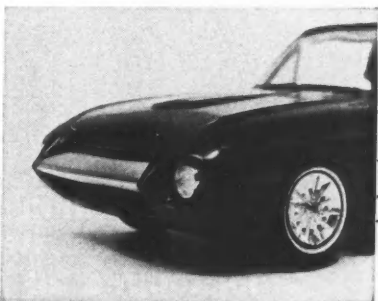
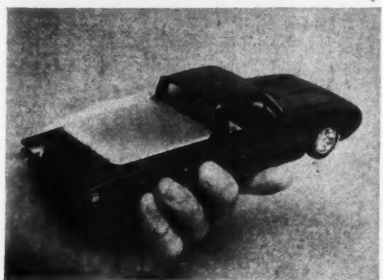
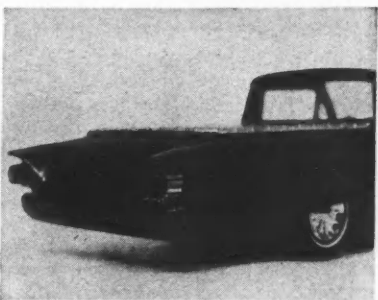
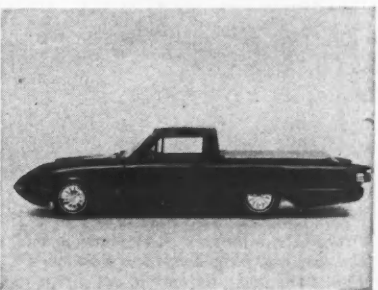


Photo at the left shows end result, before painting, of how-to-do-it work adding bed extension to the Falcon Ranchero. Fine sandpaper and careful work will result in a smooth finish that will make the painted model look like it just rolled out of a very good custom shop. Below that is the completed car, with both the front and rear extended, shaved, filled and painted. Color on this particular one is called Kandy Apple Red — a real sharpie!



Right — side view of AMT's Styline Ford Ranchero Falcon made staff members want to wave a magic wand and wind up with a duplicate one for each of us — full sized!



NATIONALS



The third annual GKCA National Championship Kart Races, held in Mansfield, Ohio, topped all previous meetings — and then some — in attendance, performance, and — most of all — competition



They're off and running to a packed grandstand in the 1961 GKCA-IKF National Championships! The start of the First Heat of the A Standard events saw a field of twenty-six karts take the green flag and charge for the first corner. Pole position in the first row is held by Bob Bosemer (#1), who was first kart to go on the track in time trials and first kart to set a new record. Bosemer ran into difficulties in races.



NUMBER 3

By Tom Bates

lights for nighttime running, huge grandstands and associated facilities, new chain-link fencing around the entire perimeter of the track, a well-groomed and grassy infield and, looming at the end of the main straight, the sweeping bulk of the Monza Curve, a highly-banked corner that would figure decisively in many of the races to come. Adjacent to the track parking lot, at Rupp Manufacturing, the entire Dart Kart Racing Team, led by Team Captain and kart manufacturer Mickey Rupp, was on hand to extend a warm welcome and a hearty handshake to each karter, and they were an immediate success in making every competitor feel right at home. The Dart Kart factory was open to assist any karter who needed parts, material, manual help or other services, even to special racing fuels. Electricity was made available for power tools, and each competitor was made to feel that these hosts were deeply interested in helping him to the fullest extent. If there had been a watchword for the entire meet, the most apt one would have been "hospitality."

The pits quickly took on a carnival-like air as the many manufacturers of karts, engines and accessories vied with each other and with the numerous racing teams to see which one could set up the most elaborate and colorful section in the area, with cabanas, tents, mobile machine shops and vivid, many-colored uniforms everywhere one looked. Service crews from the engine companies were soon hard at work all over the pit area checking the engines of all the competitors, with McCulloch, Power Products, West Bend and Homelite Factory Service Teams turning themselves inside out to make certain that their products were in top condition for the task at hand. Early in the weekend, a strong feeling of competition between McCulloch and Power Products enthusiasts, by far the two most well-represented engines there, became obvious within the service teams, the various team drivers, and even in the stands. Since the Mac engines are quite prevalent on the West Coast, and the Power Products are very popular in the Midwest and East, the East-West rivalry was felt in this aspect, as well as in the drivers and karts.

This first day of the event was reserved for the A Standard class karts (0-6.1 cubic inches, retail cost of engine under \$100), and there were 70 of them on hand. The officials in charge of registering the fantastic turnout of competitors were well-drilled in their work, and the long lines of eager drivers and crews moved swiftly along. By two

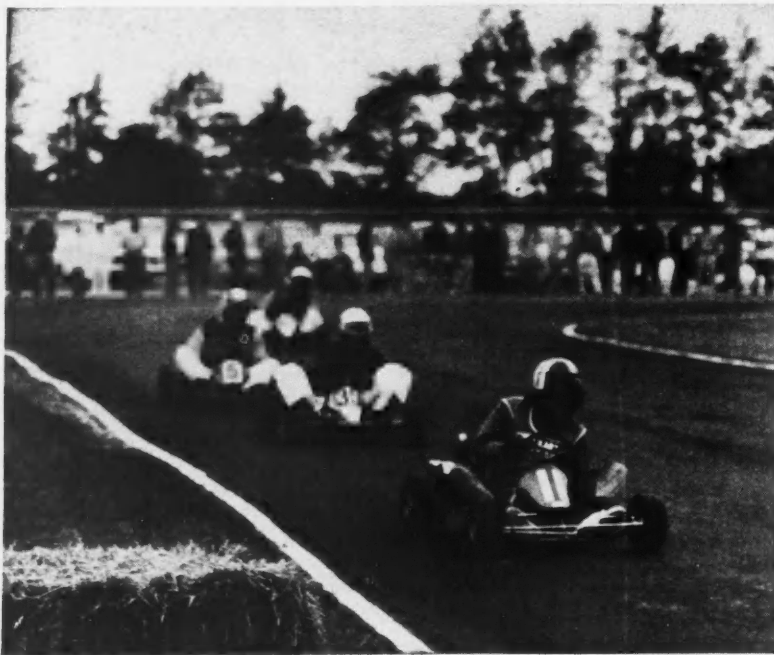
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BY TEN O'CLOCK Thursday morning, the road leading to the main gates of the Dart Kart Speedway held an air of "Indianapolis 500" about it, as both sides of the highway were lined for almost two miles with racing drivers, spectators, pit crews, automobiles, trucks, buses, campers, trailers and racing transporters waiting for the entrances to open, allowing them to pour into the grandstands and pit areas to start the 1961 Go Kart Club of America-International Kart Federation National Championship Kart Races. With competitors converging on the Ohio town of Mansfield from all over the country, and from many places beyond our borders, this Central Ohio town was to become the focus of attention for the kart racing world, and

this weekend would see every top karter in the country contending for the coveted title of National Champion.

When the gates finally opened at eleven o'clock, the pits rapidly filled with a swarming mass of karters and pit crews, unloading racing machines, spare parts and other gear, greeting old friends and making new ones, checking out the many new karts that had been especially prepared for this four-day event, and marveling at the ultra-sleek and beautiful road-racing circuit that is Dart Kart Speedway. Constructed on the grounds of Rupp Manufacturing Company, builders of Dart Kart, the track is fully equipped to handle an event of such magnitude, with a fine, new asphalt surface, plenty of pit space, high-intensity flood-

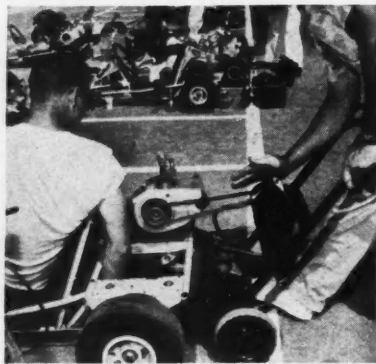
At left, Chuck Florian accepts the big trophy for his fine drive to the Grand National Championship title from Trophy Queen Judy Horstmann and GKCA-IKF President Don Boberick. Florian drove his Dart Kart/PP to three straight victories in B Standard class, taking an early lead in each of his three heats and never really being challenged.



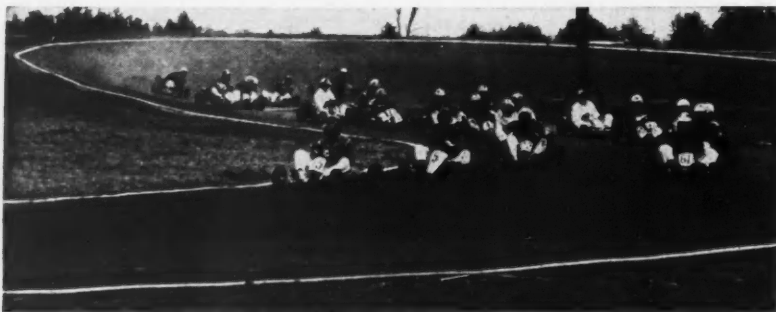
Pete Berl, Dart Kart team driver from Huntington, West Virginia (#11), pours on coal to keep his kart out in front on way to victory in B Super class. Berl is one of many champions from previous major karting events who participated in GKCA-IKF Nationals. He took 2nd Place Overall in World Championships at Nassau in '60—100 miles nonstop!



Technical Inspection at Nationals was extremely thorough, bent on catching weak points before karts got on track. Here, inspectors check steering and brake units.



Battery-powered starters for engines that were equipped with clutches were seen in large numbers, saved work pulling recoil starters. Many, like this one, were portable.



Pace lap of the First Heat of the A Standard class comes down off the high banking of Monza Curve. This big sweeper was followed by a decreasing-radius curve to the right, and gave many out-of-town drivers real fits in trying to find the proper "groove" to drive.

NATIONALS

o'clock they had all been processed, and practice began. In such a big meet, one of the more commonplace complaints usually heard is that the large field of entries limits each driver to a very short practice session, but such was not the case at this event — the GKCA-IKF made certain that each driver received ample opportunity to check out his kart and to familiarize himself with the layout of the track. The Monza Curve seemed to pose quite a problem to many drivers during the entire course of the meet, as they found it hard to establish just where the proper line was through this corner.

After quite a lengthy practice session, the qualifying runs began. The first kart on the track was that of Bob Bosemer, young Go Kart Racing Team driver from Azusa, California. Bob set the theme for the entire weekend after one warmup lap and one qualifying lap, as the PA system blared out his official time as a new track record for his class! Before the several days of qualifying and elimination races were completed, the existing track records in all eight classes were smashed not just once, but several times! The 1961 GKCA-IKF National Championships promised to be the fastest yet, and the most closely-fought! Final registration figures showed that a total of 435 karts were on hand — the largest group of competition karts ever assembled.

In the parking lot, license plates from all over the country were to be seen, and a quick walk through the pits made one feel as though he were strolling through a "Who's Who of Karting" — all the champions, from every major event ever held in karting, were there — so many that to attempt to name even a small portion of those present would be an injustice to those who would have to be left unmentioned. The forthcoming races promised to really be the tops!

On Friday, the center of attraction in the pits seemed to be the beautiful new kart that Chuck Balsiger, a California driver, had brought out. A "C" Super machine, this KART Magazine Special is powered by Chuck's now-famous 250cc Yamaha engine, and it looked like the absolute lap record at Dart Kart Speedway might take a tumble. Although most of the karters were through for the day by the time the C Super class roared onto the track for practice and qualifying, no one left the area, for this was a battle of the titans, with Balsiger facing many very rapid kart/driver combinations, such as Don Surwall, mounted on a Triple-McCulloch-powered Max-Torque Special, Duffy Livingstone on a Triple-Mac Go Kart, and Ken Burden, Lancer Kart

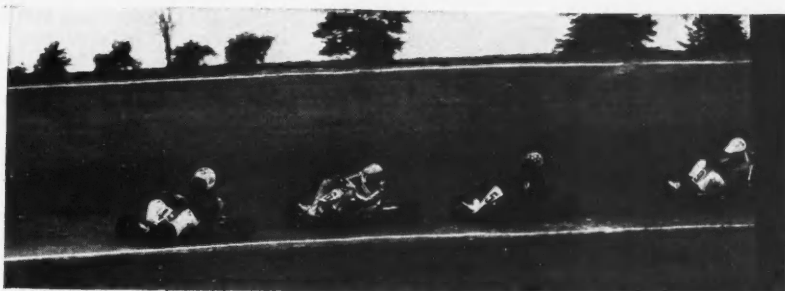
Racing Team member, also with three McCulloch engines. With so many extremely potent karts in this class, the record *must* be broken!

When the big (12.2-16.5 cubic inch), exotic (total cost of engines over \$250) karts started their one-at-a-time qualifying runs, the existing track record, established only a few weeks earlier by a B Super kart, stood at 36.19 seconds. As Balsiger sent the KART Magazine Special hurtling around the track, its Yamaha making with that typical "ripping silk" shriek from its twin scavenger exhausts, the crowd really held its breath, and then went wild—he'd taken the record down to 35.99 seconds—a shade over 40 mph—on the twisting, turning track, and everyone who, up 'til now had *thought* Chuck would go well, was absolutely convinced, after this display of sheer power coupled with fine driving—and from a driver who'd never been on the track before!

Saturday's qualifying events included time trials for the B Super class, which had held the record before Balsiger's run the night before, and one question that was on everyone's lips was—might one of these hot B Supers be able to reclaim that record? As the karts started their time trials, the crowds hunched forward—there were many, many top drivers in this class... could it be done? Kart after kart ripped around the course, drivers really hanging everything on the ragged edge in an effort to come up with fast times. Then it happened! A kart flashed in front of the electric timers, that little photocell was tripped, and the clocks snapped to a stop pointing to a *new* track record! Then the roof seemed to cave in, and kart after kart took the record lower and lower. Finally, Lanny Young, of Houston, Texas, punched his Cates Cart around the course to write *finis* to the whole thing with a fantastic 35.22—a full second faster than the old record!

Sunday morning, the track opened early, the remaining elimination and Semi-Main events were run off, and the karts for the Main Events moved into the pit area. The colorful uniforms of the service crews, racing teams and individual karters sparkled in the bright sunlight, weaving a kaleidoscope of all the hues of the rainbow. McCulloch's yellow engines and Power Products' red ones were in the spotlight here, and the West Coast karters were absolutely dumbfounded to see how well those little crimson powerplants were hauling the Midwesterners around the track. Most of the Westerners were running on fuel, and were having troubles with their carburetion, due to the temperatures and humidity. But the Midwestern and Eastern karters just seemed to go faster and faster as the day wore on.

(continued on following page)



First, Second, Third and Fifth Place finishers in A Super class scream through the Monza Curve, hanging in tight on the rail. Wendell Shipman took overall victory in this single-engined class, after a very hard-fought battle with Dave Woods, who's right on his heels. Shipman was on Bug kart, powered by hot MC-10, while Woods drove Lancer team kart.



Gary Hartman, Glendale, Calif., came through with a hard-driving finish to take the honors in the A Bushing class, mounted on a West Bend-powered Carretta. Bushing karts, while slowest and lowest-powered class at Nationals, provided fierce competition, good racing for both drivers and spectators, with many displays of good driving.



The Mexican racing team from Deportivo Monterrey made a tremendous impression with their friendliness and good will, and took home Best Appearing Team award with natty uniforms and sombreros.



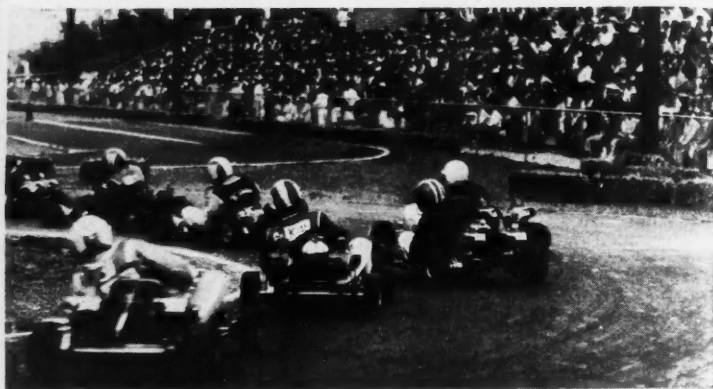
Jim Bechtler, Dart Kart team driver from Mansfield, Ohio, leans his Power Products-propelled kart into a left turn in C class race. Bechtler finished Third Overall in class behind Ernie McGlone, Dave Ayres.



Last heats were driven at night, under the lights. Here, Chuck Balsiger takes the KART Magazine Special, powered by his famous Yamaha 250cc 'cycle engine, through bend coming onto grandstand straight. Inglewood, Calif., driver was plagued with series of incidents as Jim Rose, Park Ridge, Ill., took his Dart Kart to victory in big C Super class.



Technical Inspection was held each day at the track for those karts which were scheduled to make their qualifying runs and races. Here, karts and drivers for the A Unlimited class are checked and drivers are weighed to make sure they meet the 165-pound minimum for this racing classification.



Above, B Super karts screech around the tight left-hander at the end of the pit straight on their way through a series of esses that lead back to the grandstand straight. Crowded stands saw plenty of action here. Driver in left foreground is Lannie Young, who racked up new Fastest Lap record.



Many new karts were seen at the Nationals. This one is Ison Engineering Special, from South Bend, Indiana. Kart is finished in red fiberglass, with really sharp appearance. Note deep seat and foot rest wells.



Ernie McGlone, Dart Kart team driver from Mansfield, took three straight victories in A Unlimited class, turned right around and repeated with another hat trick in C class, missed Grand Championship by hair!



The 1961 Grand National Champion, Chuck Florian, bombed his B Standard Dart Kart around the track in smooth and powerful style, took 3 straight victories over extremely tough competition for big title.

Dart Karts were everywhere, and their fine-looking team was running like a bomb. The Lancer Kart Team, out of Findlay, Ohio, had a team that looked sharp, went extremely fast, and charged all the way. Go Kart's Racing Team put on its usual good show, with their sparkling candy-red karts and bright racing jumpers, and many other fine teams and groups made the pits a really colorful sight. Adding a touch of Old Mexico to the races were the drivers and crew of the Deportivo Monterrey Racing Team, clad in yellow and blue satin jumpers and some really wild sombreros that were the immediate target of every souvenir collector in the pit area. This crew received the Best Appearing Team award, and the sombreros soon found new owners from north of the border. In addition to their contributing a lot of color to the pit area, this team awarded a beautiful, special-made sombrero to one of the winners as the day's racing drew to a

close, and when they left, they took with them the good will and respect of all the Norte Americanos who had been fortunate enough to meet them.

As in the preliminary races, the weather caused a lot of carburetion trouble, especially with those who were running on the more exotic fuel blends (primarily the West Coast karters). Pit activity became pretty frantic as one idea after another failed to correct the difficulties. All this time, the fellows from the Midwest and East, running basically on a regular gas/oil mixture, kept getting stronger and stronger. In past Nationals, the Pacific Coast boys had had things pretty much their own way, but this time the Midwesterners had been planning, working hard and just itching for a chance to show their stuff on their own home grounds, for a change. And show their stuff is exactly what they did, with excellent driving, beautifully-prepared karts and extremely fine engines all working to-

gether to practically inundate the visitors from out West, with few exceptions.

The competition was terrific—as race after race brought the packed stands to a fever pitch, karts boomed down the fast straights at terrific speeds, screeched, slid and drifted through the many corners and put on a show that will long be remembered as one of the best kart meets ever held.

In the A Bushing events (lower powered karts) pre-race opinion was that Chuck Pittinger, a tall, lanky youngster from Northridge, California, would sweep this race with his lightweight Special powered by a hot West Bend bushed-bearing engine. Pittinger proved to be a reasonably good bet, setting a new class record, 2½ seconds faster than the existing one, in his qualifying run. In the races, he jumped to an early lead, but blew an engine in the Second Heat, and couldn't quite make it back up through the traffic in the Third, with



In the A Super feature races, Wendell Shipman, from Paramount, California, and Dave Woods, from Findlay, Ohio, put on a race for the checkered flag that had everyone shouting themselves hoarse, as these two typified East-West rivalry at the Nationals. Shipman, here leading Woods into Monza Curve, won first two heats, while Woods took the third and final race, for Second in class.

At right, Ernie McGlone leads Dart Kart teammate Jim Bechtler through the esses in C Standard class, while Dave Ayres, back in fourth spot, starts moving up. Final overall finishing position for three was McGlone (1st)—Ayres (2nd)—Bechtler (3rd).



Above, Lou Billo puts the Dart Kart through its paces in the A Standard race, which he won. McGlone used same kart in the A Unlimited events. At right, Fran Connors comes off the Monza Curve and around the sweeper on the way to 2nd place in A Bushing. Wife of Go Kart Racing Team driver Dick Connors, this young lady from Azusa, Calif., drove a steady, consistent race.



little Gary Hartman, also from the West Coast, coming through with a strong and smooth drive to take the win. In the A Standard heats, Bob Bosemer ran into engine troubles, and Lou Billo, a local Dart Kart team driver, came on hard to garner the victory, after a tremendous battle with Randy Lader, an Oregon driver on a Bug kart. In the A Super events, for karts with 0-6.1 cubic inches and \$100 or more in the engine, Wendell Shipman, a West Coast driver, and Dave Woods, a Lancer Kart team driver from Findlay, Ohio, had a fantastic wheel-to-wheel battle through all three heats, with Shipman getting the final nod by winning the first two, with Woods taking the third and last one. The two karts were never separated, in a total of thirty laps, by more than a few feet, and the crowd really loved this one!

Then another Dart Kart team driver, Ernie McGlone, started a fantastic string of straight victories by using the

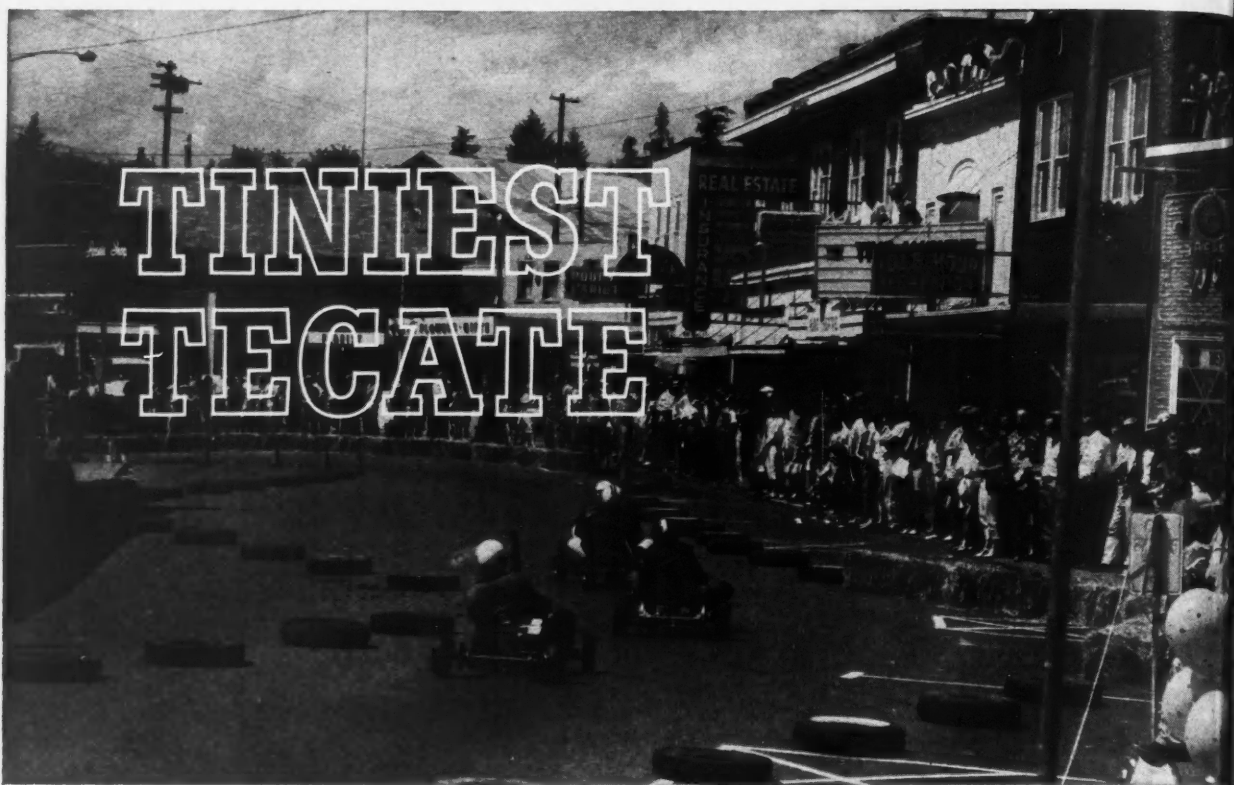
same kart that had carried teammate Lou Billo to the A Standard win to take three straight triumphs in the A Unlimited class, which differs from the other A classes only in that A Standard and A Super karts are combined, and all drivers must weigh a minimum of 165 pounds, thus eliminating the tremendous advantage that the lightweight drivers have over their heavier competitors in A Standard and A Super. McGlone swept the class, then hopped out of the single-engined kart onto his C Standard (12.2—16.5 cubic inches, cost of engines under \$250 total) for the next set of races, and took three more victories, for six in a row!

In the B Super races, for karts with 6.1 to 12.2 cubic inches displacement and over \$200 in the cost of their engines, Lannie Young, who had set the new Fastest Lap record in qualifying, ran into mechanical difficulties, as did Tex Bell, former National Champ in this class. Bob Meyers, Lancer team

driver, and Gary Emick, a Californian on a LeeCart, came on fast, but it was Pete Berl, running hard on one of the Dart Kart team cars, that picked off the high point honors and the class championship.

When the big C Super karts took over the track, there was some really furious competition. Balsiger and Surwall, two of the top contenders for this class, were so closely matched that they tangled with each other, and the rest of the pack swept through while these two karts were getting things straightened out. Surwall managed to regain several places, but Balsiger was again stymied by slower karts, and bad luck struck again in the Second Heat, as he broke one of his dual throttle linkages on the pace laps, and had to be black-flagged to the pits. Jim Rose a Dart Kart driver from Park Ridge, Illinois, and Ken Burden, a Waynesfield, Ohio, driver on the hardcharging Lancer

(continued on page 72)



Report & photos by PETE SUKALAC

WHAT BETTER WAY IS THERE TO INTRODUCE PEOPLE TO KARTING THAN TO RUN A TECATE-TYPE RACE RIGHT THROUGH THEIR TOWN. HERE'S HOW THEY DID IT AT POULSBO, WASHINGTON...



THE SNORTING PACK OF Super A's took the green flag and charged screaming into an alley bordered with hay bales, their high-pitched staccato exhaust notes dropping to an echoing roar as the karts broadsided between the walls of the city hardware store and the pastime bar. The faster drivers surged to the lead as they burst from the alley and steering more with body english than by hand, whipped through the serpentine chicanes on Main street, rattling the store windows, as well as the ear drums of a thousand startled townfolk who stared with wonderment.

Was this a wild bunch of karters "treeing" a town like the Texas cowpokes in a TV western? Not at all! It was the Olympic Kart Club, who, with an invitational representation of other Washington state karters, had swept into this little city at the council's own request to introduce the sport to the local folks in a startlingly different way, right on the city streets.

The town was Poulsbo, located north of Bremerton on the east side of the Olympic peninsula. Bordered by the waters of Puget Sound, a natural boating site, the all-Norwegian community had always featured marine events to add sparkle to their week long June festival. This year they added kart races to their program.

The course was roughly the perimeter of a city block. A radio man and a flagman were posted at every blind corner. Stan Hanson of the Bremerton Amateur Communicators set up a radio command post opposite the start-finish line on the waterfront side of the course.

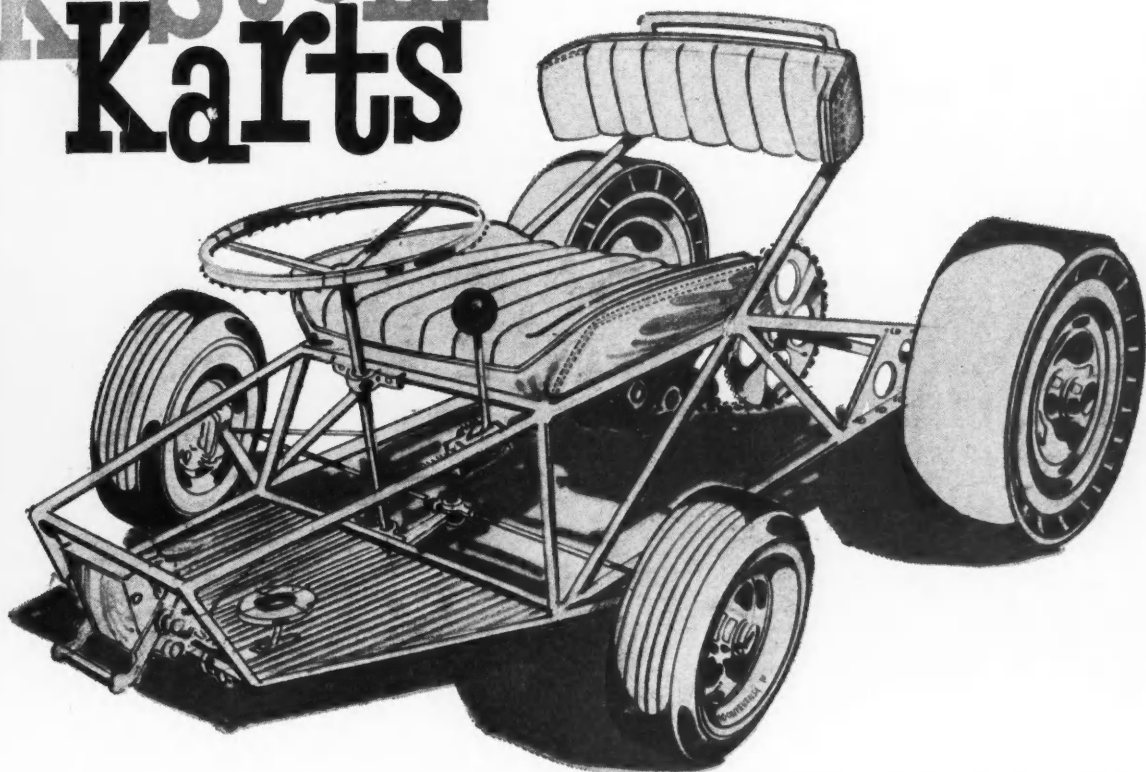
By the time the first heat had been run off it was apparent that the short course with its many tight turns was an equalizer. That is, an A-bushing with a lightweight driver could accumulate almost as many laps as the A Supers and B's. The C's were just plain out of class here.

By the time the last heat had been run off and the officials began to tally points to decide the winners, something else was apparent, too. The Poulsbo folks liked karts. In fact they can hardly wait 'til next time when they also will get to drive in a real street race.

(continued on page 70)

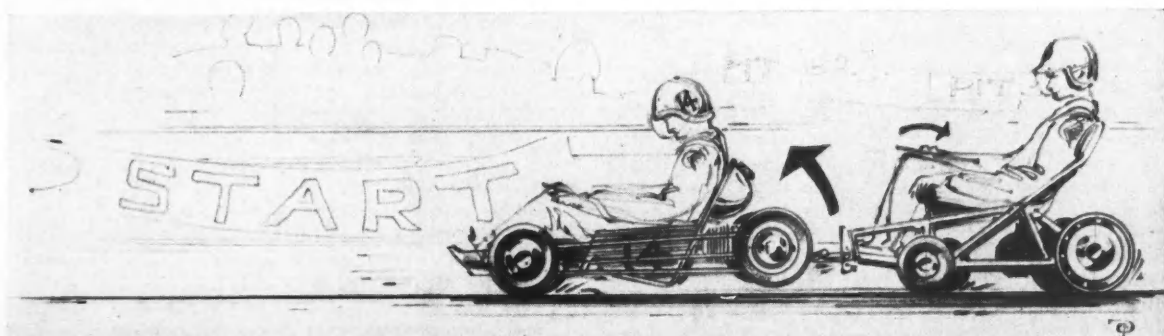
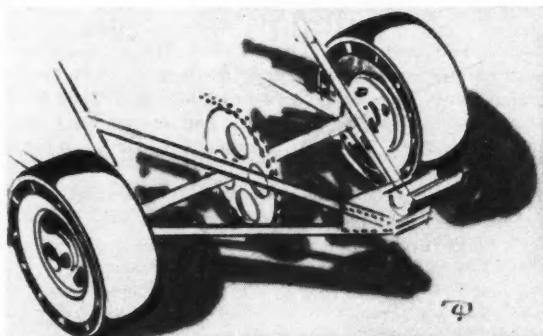
Kustom Karts

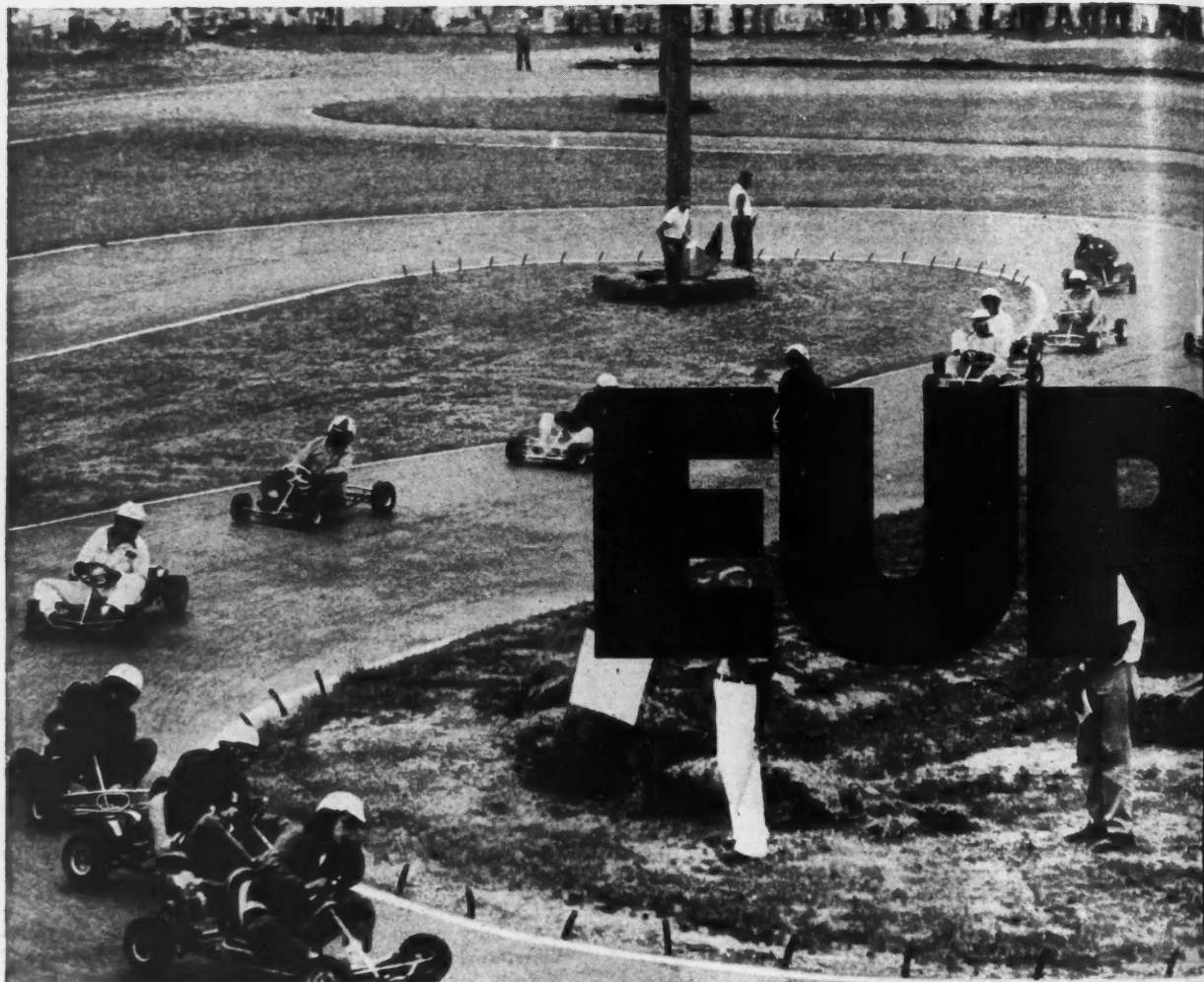
ILLUSTRATIONS & DESIGN BY CHUCK PELLY



"START KART" — as the name implies, is a special-duty machine used extensively to push-start the sometimes cranky racing karts with direct drive. Seen more and more in the pits as converted racing karts, this design of Chuck Pelly's gets right to the point with a machine that's basically like a miniature fork lift truck, lifting the rear end of the kart about two inches off the ground, moving out under its own power, and then quickly but gently lowering the kart so that its rear wheels touch the ground, turning over the direct-drive engines until they fire.

The fork is operated hydraulically with the lever set close to the Start Kart operator's knee, while the high seating gives the driver a perfect view of the problems at hand and any traffic up ahead. The short wheelbase aids in making the Start Kart very maneuverable in close quarters, and this Yamaha-powered beast of burden also has facilities for towing disabled machines off the course and back to the pits.





THE SUMMER-LONG Hoffco Kart Prix ended July 30th when two national champions were awarded positions on the United States Kart Racing Team, and expense-paid European tours.

The weekend event, held in 90° temperatures, was at Tipp Raceway, a one-quarter mile banked road course near Tipp City, Ohio. Karters numbering 140 and their pit crews had come from near and far for the final phase of the three-step elimination.

When the final scores were tallied two champions of undeniable ability claimed the coveted prizes. They were Jack Spitler, age 27, Dayton, Ohio and Carl Phipps, age 20, Adrian, Michigan. Superb drivers, fine sportsmen!

Spitler, Class B Super, achieved his honors on an Interceptor with twin McCulloch 20's. Phipps, also on an Interceptor in B Standard, had Power Products plants. That power worked well with Spitler, 115 lbs., 5'2" and Phipps, 121 lbs., 5'7".

As the two Hoffco Kart Prix champions, they were the result of a summer of organized racing among 2041 initial entries. The nationwide runoffs began among Hoffco dealers who held races among Hoffco karters in their areas. Winners then moved to distributor areas for semi-finals and winners from the distributor areas met at Tipp Raceway for the nationals.

Excitement of the two-day meet moved steadily upward until the final minute of the day when champions were still not named.

Racing had been under Moto-Cross scoring and there were three perfect scores, but only two prizes! With twelve hundred points each were Spitler, Phipps, and Gary Hall, of Englewood, Ohio in A Super. The crowd went wild when they learned how two champions would be selected from the three perfect scores.

Wheeled onto the apron were two Hoffco Interceptors set up with a new steering geometry. One had twin PP Supers and the other a single PP Super.

It was announced that none of the three drivers had ever tried these two new machines. The drivers were informed that they would familiarize themselves with each kart and then would be timed on three laps with each. The total of single engine time added to total of double engine time would determine each driver's position.

In a moment heavy with tension amid complete spectator silence, the three young karters flipped coins for starting position. All heads!

The second toss showed Spitler would try the dual engine kart first. After practice he did three fast laps in 70.9 seconds. Hall's three lap time was 71.5 and Phipps came in with 70.6.

Spitler pushed the single engine model to a 75.7 second three-lapper for a total of 146.5; Phipps recorded 76.3 for 146.9 and a narrow margin separated Hall who clocked at 76.2 for accumulated total of 147.7.

That was it!

Spectators swarmed over fences, through gates, congrat-

ulating the champions. Pit crews dashed through the track, cameras clicked, jubilant karters, boistrous spectators!

Alternates named to the United States Kart Racing Team were Lovelace, Bourdette and Hall.

Spitler and Phipps (or alternates) are the guests of Hoffco during this tour. At a pre-drivers' meeting, David Hoff of Hoffco's Kart Division, had told drivers: "There are no strings attached to the prizes. If you win a trip to Europe you will be the guest of Hoffco from your home to Europe and back home again. You will have equal prestige with the other drivers on the U. S. Kart Racing Team.

"As you know, the pits today are filled with fine kart drivers and I am sure all of you have engines capable of doing the job. As you know, Hoffco does not now and has never sponsored a factory racing team. Each of you arrived at this track strictly on your own and each is on

the same equal basis."

Good sportsmanship prevailed throughout the two days of racing. The usual amount of karts spun out but the single minor pile up produced nothing more than one skinned shin.

Quizzed about future Kart Prixs, Steve J. Hoff, Engineering, said:

"Judging from the great acceptance of this year's program among our customers, we definitely plan to make a similar event an annual affair!

"Naturally, in future events like this, prizes may be different, although of equal stature. Also, due to the large number of inquiries we have received from persons under age 16 who wanted to participate but were not eligible, it is entirely possible that future Kart Prixs would have different age brackets."

EUROPEAN

TRIP WINNERS

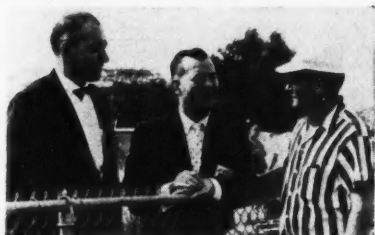
Jack Spitler and Carl Phipps top all contenders and earn berths on the U.S. Racing Team at the tense termination of the Hoffco Grand Prix



Photos by Krider Studios, Inc.



Pint-sized karters, but king-sized drivers. Standing, Jack Spitler, left, of Dayton, Ohio, and Carl Phipps of Adrian, Michigan, flank Dave Hoff of Hoffco's kart division. Kneeling are alternates Gary Hall, Englewood, Ohio, Clay Lovelace, Springfield, Ohio, and Bob Bourdette, Blissfield, Michigan. Spitler and Phipps won European trips by besting tight competition as depicted by close action photo at left.



Ohio's Attorney General Mark McElroy, center, and aid Ted Saker learn about kart racing from track marshall Bob Feitshans.



Steve Hoff, also of Hoffco, talks over the situation with A. E. Jarrard of Waynesville, Mo., during the time trial warm up.



Loretta Frantz, Findley, Ohio, was the only woman in the Kart Prix Finals. She drove skillfully to top ranks in A class.



SPECIAL- OF-THE- MONTH

Order a manifold and full-circle crank for either a Clinton or a West Bend, and receive free of extra cost the famous \$2 Go-Power book "How to hop up your West Bend."



15% to 25% jump in power with a Go-Power adapter manifold

Order your Go-Power 6-reed pyramid with a Go-Power adapter manifold to fit — and boost power as much as 25% — any of these popular kart engines:

CLINTON A-400/A-490	\$8.95
CLINTON E-65, D-60, S77	8.95
POULAN S-200	8.95
POWER PRODUCTS 47, 51	8.95
POWER PRODUCTS 58, SUPER 58	8.95
POWER PRODUCTS 81, 82	8.95
WEST BEND 500, 700, V-5 or Std.	9.95
MCCULLOCH MC-5, 6, 10, 20	9.95

And 50¢ postage, or better yet, get yours from your dealer. Get Go-Power for sure, be sure you've got the finest!



Fill that Power Gap with a full-circle crank stuffer kit

A Go-Power crank stuffer kit will really soak up that power-robbing crankcase volume, and add a big boost to high-RPM performance. Available for West Bend, McCulloch, Clinton A-400/A-490, Power Products AH-58 and 82. Installation involves welding, or drilling and tapping, and simple lathe work. Specify engine type when ordering. Just \$6.95 plus 50¢ postage.



10% more power with

GO 6-reed pyramid!

There's a .540 square inch flow area in a conventional 4-reed pyramid, .673 in a Go-Power 6-reed. This is why nobody buys 4-reed pyramids anymore! Go-Power will ship a 6-reed pyramid to fit your old 4-reed adapter manifold, for only \$3.00 postpaid, or get one today from your dealer.



How to Hop-up, Tune-up, with Scientific Precision

Now, for the first time, Go-Power brings you a dyno-scientifically engineered for bench-testing your kart engine. Not a toy! With this dyno you can evaluate your engine's condition, find out just how much horsepower you've added (or lost) and at what RPM you've increased your engine's performance with each hop-up modification. In addition, razor-sharp pre-race tuning becomes easy, exact, and fast!

The Go-Power dyno is priced at only \$40.50 plus \$1.50 postage. With it you need only a tachometer, scale, coupling and an inexpensive valve for water control to set up your own professional dyno test stand.



California residents add 4% tax to above prices.

Write for free catalog information.



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G.K.C.A. QUESTIONNAIRE

The Go-Kart Club of America (IKF), in keeping with its policy of serving every phase of the karting industry, is in need of specific information so that future planning will reflect the wishes and needs of everyone.

PLEASE FILL OUT THIS FORM AND RETURN TO GKCA (IKF) 532 D — S. CITRUS, COVINA, CALIFORNIA

By filling out this form you will have your opinions heard and you will have played a part in making karting the great sport it can become.

Your Name _____

Address _____ City _____ State _____

Age _____ Height _____ Weight _____

Brand of Kart/s owned _____ Engine/s _____

How did you first become acquainted with Karting? _____

What hop up (bolt on) equipment do you own? _____

Are you satisfied with this equipment? _____

What repairs have you made to your Kart? _____

Modifications _____

What speed modifications have you made to your engine? _____

Do you belong to GKCA _____ NAKA _____ GPKCA _____

Local club (independent) _____

What Karting magazines do you regularly read? _____

Occasionally read? _____

What is the name and address of the track or tracks where you regularly run? _____

Does your track furnish free drinking water? _____

Shaded Pits? _____ Fuel? _____

Repair facilities? _____

Medical insurance for participants? _____

What Karting accessories will you buy in the next six months? _____

Will you buy a new Kart? _____ What brand? _____

What brand engine? _____

If you do not now belong to GKCA are you planning to join? _____

If not, why not? (Be blunt, we want to know) _____

If you belong to an independent club, how many members are active? _____

Estimate how many Karts in your club? _____

In USA today? _____

How much does Karting cost you per year? _____

Do you use fuel? _____

What brand of crash helmet do you own? _____

Plan to buy? _____ Would like? _____

How many days per year do you race? _____

Practice? _____ Family Fun? _____

Is your track paved? _____ Oval? _____ Road course? _____

What is the race day charge for one driver in one class with one Kart? _____

What is the greatest need in the Karting Sport in your opinion? _____

NEW! DART "ROAD RUNNER"



by popular demand
...we added an engine
and doubled the
fury of the
fabulous



**BEFORE YOU BUY, COMPARE PRICES
WITH WHAT YOU ACTUALLY GET!**

A-BONE \$229 less engine
ROAD RUNNER \$259 less engines

Prices include slicks, deluxe upholstery, Go-Power
mag drive wheels and floor mats. No extras to
buy. Both karts carry our famous written warranty.



The revolutionary new A-BONE and its twin engined counterpart the ROAD RUNNER have taken the country by storm. In two shifts of karts, emb plus a few ing track drivers at posi-torqu viously f to usable others s that en lap tim agree, traction standi perform

NOTE: dema ROAD day lead time between and the date your kart is shipped.

SPECIAL BULLETIN 1961 NATIONAL IKF GKCA CHAMPIONSHIPS RUPP DARTS SWEEP 6 out of 8 CLASSES

GRAND NATIONAL CHAMPION—
Chuck Florian on DART ROAD RUNNER
CLASS A STANDARD CHAMPION—
Lou Billo on DART A-BONE
CLASS B STANDARD CHAMPION—
Chuck Florian on DART ROAD RUNNER
CLASS B SUPER CHAMPION—
Pete Berl on DART ROAD RUNNER
CLASS A UNLIMITED CHAMPION—
Ernie McGlone on DART A-BONE
CLASS C STANDARD CHAMPION—
Ernie McGlone on DART ROAD RUNNER
CLASS C SUPER CHAMPION—
James Rose on DART ROAD RUNNER

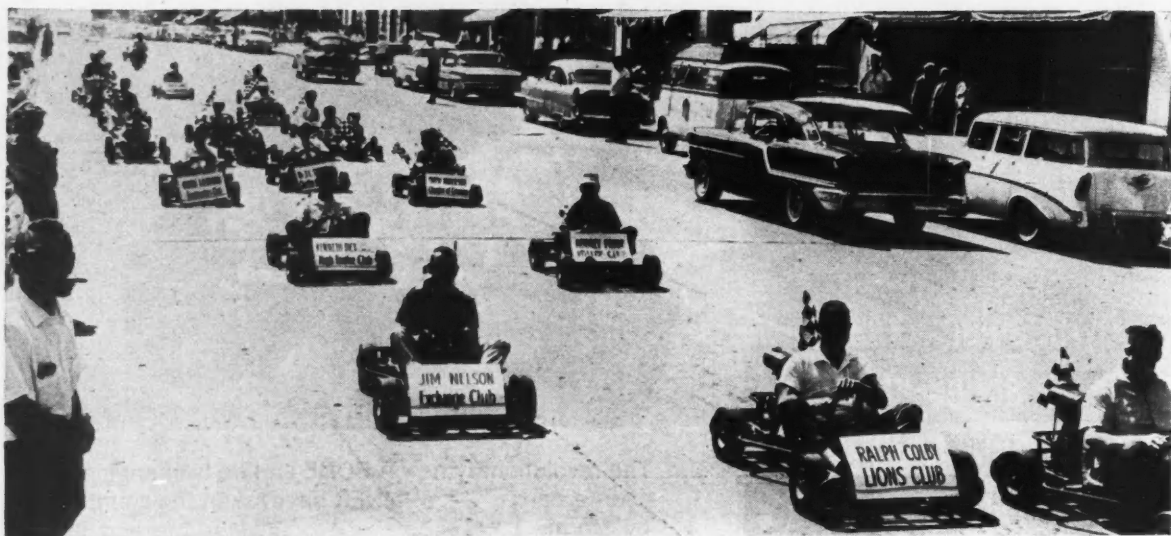
RUPP MANUFACTURING, INC., 1771 AIRPORT ROAD, MANSFIELD, OHIO

NOVEMBER 1961

THE GRANDEST



OF OPENINGS



The pre-race parade through the town of Quincy, Illinois, featured the presidents of various civic clubs, racing officials and other dignitaries riding in karts, micro-midgets and on motorcycles. The parade made good publicity for the track opening.

Parades, civic leaders, TV and exciting races were the ways Gus Traeder chose to open his new half-mile kart track

Winning driver in the B Super class heat was Pete Owen of Rockford, Ill., shown roaring through the S turn on Traeder's new track. He also captured first places in the A Super feature as well as B Super feature. A member of the Carey Racing Team, he set track record in B super at 38.9 seconds.



LEADING KART drivers from five states matched their skills on July 16, 1961 as Gus Traeder opened his TNT Kartways one-half-mile road course. The track, located in West Quincy, Mo., just across the river from Quincy, Ill., held a grand opening with a parade in downtown Quincy, Illinois and even had the Mayor driving a kart down the main street as well as officials from various clubs.

Rains for the past month had threatened to wash out the track and program but Sunday dawned clear and hot. The rain didn't give up with much grace as it poured on Saturday night, twelve hours before race time.

Mayor Wes Olson, of Quincy, cut the

By BOB HEGGE

ribbon and Gus Traeder opened his fine hard top track as big time kart racing came to this Illinois community.

Last year kart racing was opened on a different track and also under a different kart racing association. Poor track management and poor public relations caused a severe drop off in karts and drivers. The public never did pay much attention.

Gus Traeder made sure these past mistakes would not be made by himself and other track associates.

The Mayor was contacted, services of the various VIPs about town were called upon and Gus and Chuck Niles, NAKA head, made with their conversation on the local TV station. The reward? A huge crowd the day of the race, more than 100 karts showed at the track, good publicity in the local newspaper. All in all it looks like the public has taken to karting in this part of the mid-west.

Rental karts also make use of the track as well as micro-midgets that race on Wednesday nights.

Competing for trophies and prize money under NAKA rules, drivers from Missouri, Illinois, Iowa, Wisconsin and Indiana arrived by Saturday and were busy setting up their karts for the smooth flat course. All drivers liked the track as kart builder Fred Fox put it, "It has very nice turns all around the complete track. Your kart won't bog down in any of the turns. I like it, so do my karts."

When the exciting races were over, all the drivers agreed this was just about the best track they had run on for a long time. Besides the events held each week, one more major event will be held this year and also according to NAKA head Chuck Niles, the Gus Traeder track will be the scene of the National NAKA event for 1962. This track will be making a big name for itself. Mark my word!



Traffic was a trifle heavy in the first turn during B Super event, as can be seen above. Good drivers did well though and provided injury-free day.

Nine-year-old Terry Traeder, son of the track manager, took first in his heat and also did the trick in Jr. Stock A main.



Night before the opening day, Traeder, left, appeared on local TV station with sportscaster Tony Craig. Publicity paid off as thousands turned out next day.



Posing before parade are from left: T. L. Stebbins, Chamber of Commerce President, Mayor Wes Olson, Chuck Niles, Director of NAKA, and happy Gus Traeder.



With the "gold" and glittering smiles are first place winners - from left: Reggie Fulks, Jacksonville, Ill., Chub Carey, Rockford, Ill., Linda Hughes, Quincy, Ill.; Pete Owen, Rockford, Ill. and Terry Traeder of Quincy, Ill. A good looking group of top competitors.



a School FOR Wives

By Pete Sukalac



Corrine holds a straight-edge for her instructor, Jim Petitti, while he mounts his Power Products mill on the dyno for testing. Upper right photo shows some of the results of Corrine's training.



Hubby, Pat McGraw, gives Corrine a mighty shove to start the AH Super Power Products engine for trial run after modifying.



If husband Pat McGraw looks a little envious as he watches his wife work over a kart engine, he has every right to be. She can give him the word now after several month's training.

IF JIM PETITTI appeared a little smug as the good-looking gal on the flashy Dart Kart screamed around the track, he had a perfect right to do so. She was the first graduate of a unique course in karting set up by the Portland, Oregon kart shop operator.

"So many of the wives have come to me to find out what it's all about that I decided to tutor them individually, not only in driving, scoring, and classing, but in all the maintenance and outright rebuilding of all the popular makes of engines, too," Jim says.

Corrine McGraw, his number one student, hails from Longview, Washington. She is married to Pat McGraw, a sparkplug in Association affairs in this Southern Washington community, who spends all of his spare time either driving or working on an A kart of his own. With Corrine it was either a matter of getting interested herself or being a karting widow. She chose the former.

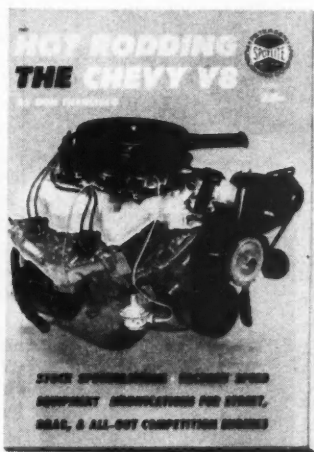
Jim Petitti's famous shop is located in Portland, some 50 miles east of Longview. Yet, several times a week Corrine would make the trip in the evening, spending several hours hunkering over kart frames, engines and rule books. All this was done with hubby Pat's knowledge, though he was more tolerant than anything else. After all, few women had ever become accomplished in the tuning of the screaming strokers, but it was nice to see she had some interest.

Imagine Pat's surprise, when after a few weeks time, the little woman began to drop helpful hints as she watched him tune his own engine. And, it didn't end there.

Today, Corrine McGraw can hold her own in any phase of karting from setting up a track to staging a race, as well as building some of the hottest engines in the area. According to her husband the shoe is now on the other foot. "I find myself dropping in at Jim's every weekend to see what I can learn. It's tough to keep up with the little woman," he says laughingly.

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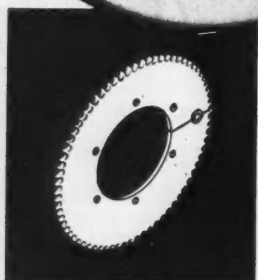
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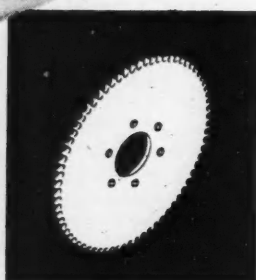
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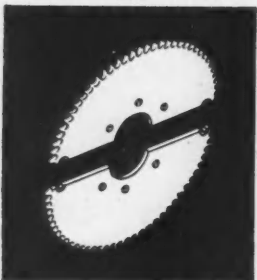
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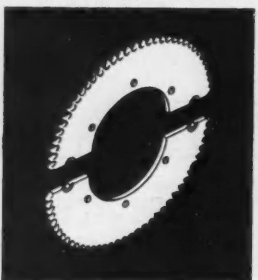
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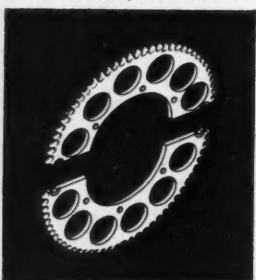
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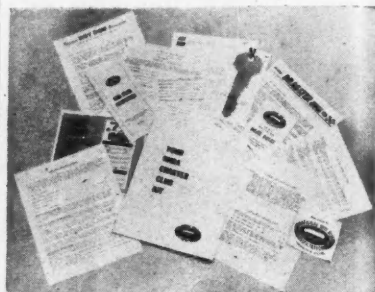
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NHRA CLUB CHARTER



AS WAS PREDICTED earlier this year, NHRA's newly formed Car Club Division has gone into action; developing all sorts of new ideas that will add to the value of your Charter membership. This all new Charter Club Kit, which contains club decal, official drag rules, key to club's future, booklet on car club activities, car club safety check list and coupon for special savings on magazine subscriptions, plus other items, is just a beginner.

There are lots of new extras coming up, too. A brand new "Item of The Month," available only to Charter Clubs, will soon be introduced. Special projects are in the works, too, designed at keeping your club members interested and active the year around.

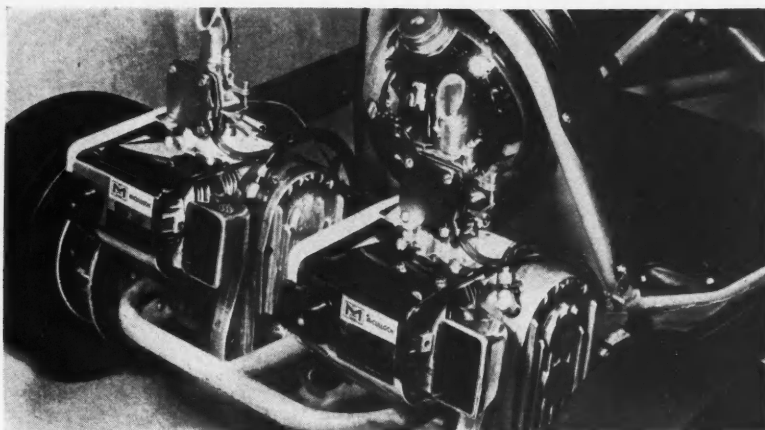
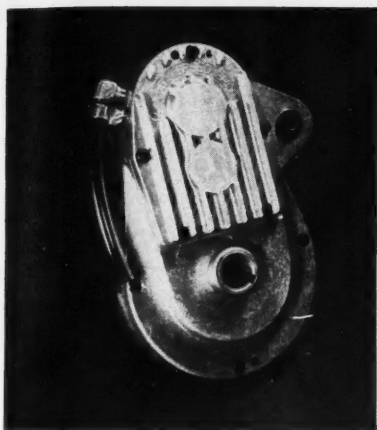
You can look for a contest or two, plus new ways to demonstrate your club's willingness to take part in your hometown's community affairs. For the younger members who're interested, we expect to have some new scholarships available — they'll be well worth going after.

The Car Club Division's main function is to devise ways and means for adding interest to car clubs and helping them gain recognition.

Enclosed in your kit you'll find information from HOT ROD Magazine on how your club can qualify for "Club of the Month" honors, plus some valuable suggestions from DRAGSTER Editor Dick Wells on space available for announcement and coverage of your forthcoming club events.

Whether or not your members take an active part in any of the recommended programs is strictly up to them — our only requirement is that each of the Charter Clubs sends in its quarterly report forms regularly.

You're going to be seeing and hearing a lot about the progress we'll all be making in this new Car Club Division of NHRA, and we hope you'll join in to help make it the best thing that's ever happened in hot rodding. For information write: National Hot Rod Association, 1171 North Vermont Ave., Los Angeles 29, California.



NO-CHAIN GEAR BOX

Finned gear cover plate gives additional strength to unit, dissipates heat rapidly. Relief tube releases high pressures from case. Twin MC-20's above look right at home with the County Speed Shop quick-change gear boxes attached. Units are very compact.

QUICK RATIO CHANGES AND AN END TO BROKEN CHAINS ARE FEATURE POINTS OF THIS NEW UNIT

BY BOB HEGGE

NO MATTER HOW WELL a tool, an engine, or a kart gear box has been designed, it can always be improved. That is the opinion of Wayne Brown, owner of the County Speed Shop located in St. Louis, Missouri.

Wayne has seen quite a few gear cases come and go on the current market but he made up his mind to produce a model that would be an improvement on any he has seen. I think he has.

Asked why? he states, "You know, I have seen too many races that were lost in the last couple of laps because of a broken chain."

Setting his coke bottle down on the spotless workbench, he continued, "It's hard on a fellow to be way out in front and then have his luck run out just before the flag. With this unit that won't happen, and it's much cleaner and no chain guard to worry about. I know there will be a large demand for this box. I think I have built the better mouse trap." The unit will sell

for \$89.50 F.O.B. St. Louis, Missouri.

At the present time the box will mount with no trouble on all the McCulloch engines, such as the MC-5, 6, 10, and the new MC-20. Plans in the very near future call for the box to fit the popular Power Products 5.8 mill.

The kart driver with this unit on his steed will be able to make use of any track from the tiny 1/10-mile bowls to the longer three mile road courses.

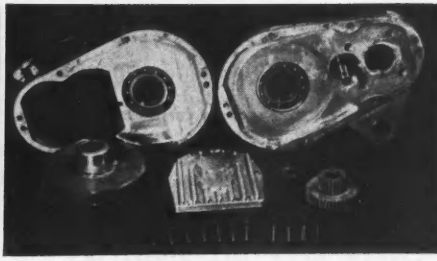
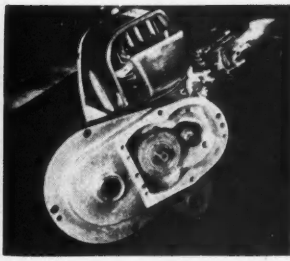
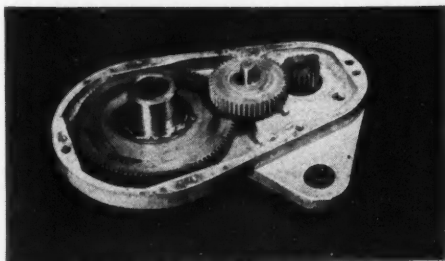
Most popular ratios are 8.54:1 and 8:1. On any order not calling for a special ratio, the box will be shipped with the 8:1 gears. This will be known as the standard ratio. Others are: 9.13:1; 7.48:1; 7.05:1 and 6.62:1. This last ratio of course is for the longer type tracks.

To make a gear ratio change, only two gears need be removed. This makes for a true "quick change box." All gears are heat treated 4130 steel. The axle gear is a constant 98 teeth while the

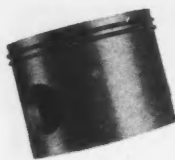
second gear is the constant 25 teeth type. The cover plate has a set of fins that not only add to the appearance but also helps to dissipate excess heat. A relief tube has been mounted to relieve pressure built up in the case because of high rpm. High pressure tends to increase friction and drag. Instead of the usual oil seal, an "O" ring is used, since in early tests the seal was unable to prevent oil leakage. No problem now.

Wayne Brown, I believe, has brought the price of this unit to where the average kart driver can mount one or more, with little trouble from the wallet department. After all, by the time you pay for chain guards, dual chains, sprockets, engine mounts, etc., the price of the gear box is not much farther up the ladder.

For a much smoother ride, more power and no worry about that ole chain giving away, this is a unit hard to beat.

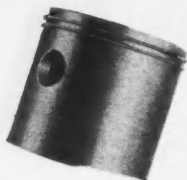


Above left. Gear box is dismantled showing trio of gears used in this unique and revolutionary transfer unit. Variety of ratios are available ranging from 6.62-1 to 9.13-1, six in all. Larger axle drive runs constant 98 teeth. Mounted on McCulloch engine, finned sideplate is removed to show p.t.o. gear and intermediate gears. The complete unit, disassembled, is shown at the right.



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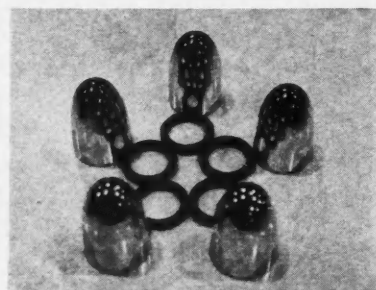
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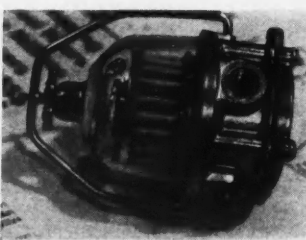
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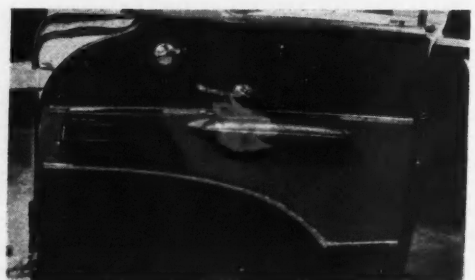
The Fenton Company of Los Angeles was on hand with their new bullet nut covers for wheel lug nuts, the rubber spacers are for easy removal. Also shown is the Widetrax wheel spacer. Fenton also makes chrome reversed wheels, lakes pipes, speed equipment.

TEVCO of Burbank, Calif., manufacturers of plastic insulated wire, displayed their new view-pack ignition wire kits for all 6 and 8 cylinder cars. This hi-tension cable comes in various colors to beautify any rod or custom engine compartment.



The Milage Minder Co., of San Francisco, Calif., displayed their latest fuel saving devices. From left to right is the model 500 pressure regulator and filter unit. Pressure is controlled at the carburetor by engine vacuum which saves much gas, as when engine idles, pressure is only 1 psi, 2-3 psi for normal driving and full for rapid acceleration. Carburetor needle valve tester gives the service shop a fast means for checking this vital carb part. However, Milage Minder 300 filter is a self flushing fuel filter. The 200 model also includes a magnetic trouble trap.

The Powerise Electronics Co., of Los Angeles, Calif., has introduced about the wildest custom accessory for rods and custom cars. This unit can be fastened to any car in 15 minutes and presto, you have power windows. The control unit comes in six various colors.



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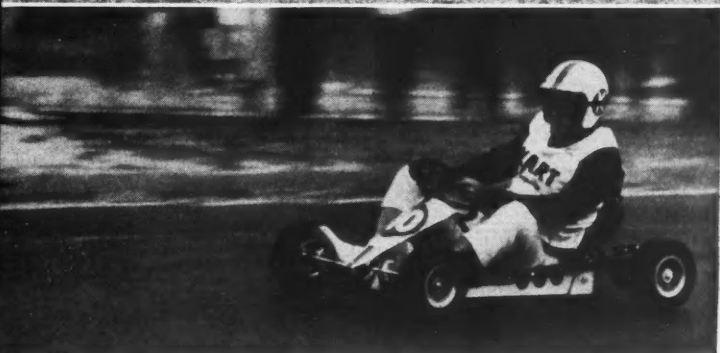
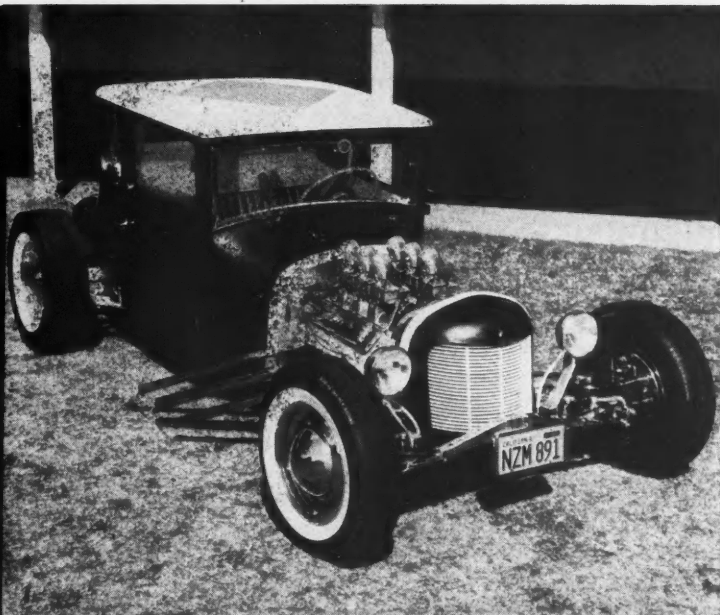
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TINIEST TECATE

Continued from page 56

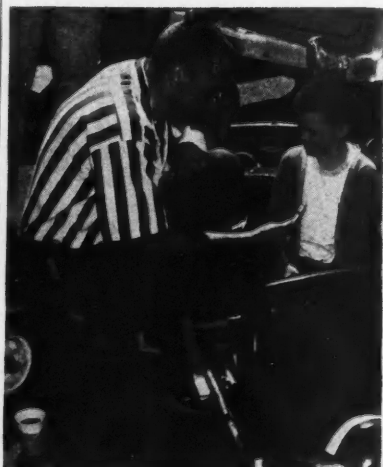
Forsaking his "C" class Villiers for a Mac 20 powered Alpha Kart, Dan Mundell, Puyallup, Wash., screams through corner.



Larry Gillespie uses body english to get through turn in his twin Power Products powered Caper Kart. Larry was leading at this point in final heat. All classes ran together during heats which averaged about 47 laps each. Street races of this type were first of kind in Poulsbo, Wash.



Joe Hudson shows son Dean fried spark plug that nearly cost him win in his B class Moss kart powered by West Bends. Joe was one of organizers of this event.



With the waterfront in the background, two hot kart jockeys wheel their mounts through a narrow, hay-bale bordered alleyway. This spot was the scene of many spectacular entanglements and spin-outs.



Bremerton Amateur Communications Command post was manned by Stan Hanson. A better way to insure safety of karters at blind corners that are found in street-type racing would be hard to find. This post was set up across from starting line.





Poulso Festival Queen, Margaret Weierholt, resplendent in her native Norwegian costume, makes A class award to Harold Tassin of Bremerton. Hal drives a McCulloch kart and won over a hard, fast field.



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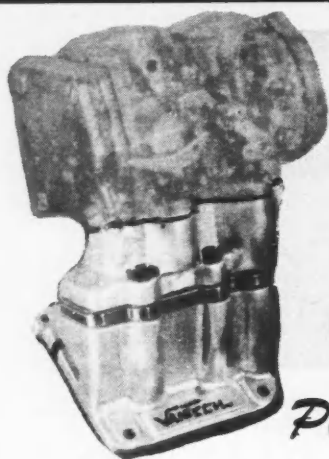


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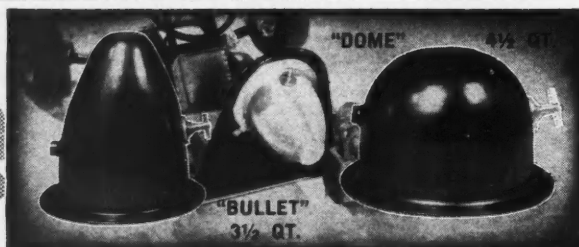
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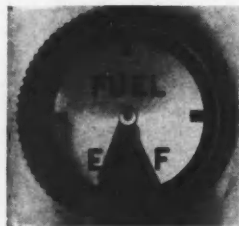


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NATIONALS

CONTINUED FROM PAGE 55

Team, bombed through, with Jerry Oliver, a Hovey Hawk pilot from Walnut Creek, California, close behind. Burden took the first two heats, but tangled with Surwall on the third one, while Rose collected a DNF, a third and a win to garner enough points under the MotoCross system to pick up the overall victory for the class. Oliver, usually mounted on a roaring, water-cooled Konig (not permitted to compete in the Nationals this year), grabbed a second, a fifth and a fourth to come in third behind Burden, while Surwall wound up in fourth overall, ahead of Duffy Livingstone and Chuck Balsiger, who gets the "Bridesmaid" title for coming so close so often, but never quite making it all the way to the altar.

In the B Standard races, some of the nation's top drivers were rubbing elbows. These karts, differing from the B Super machines only in that their engines must have cost a total of less than \$200, put on a tremendous show, but it was Chuck Florian's day, and the lanky Dart Kart Racing Team driver made it three straight victories in a row. Driving the smoothest race on the track, he was consistent in the turns and an untouchable bomb on the straights, never really being challenged in any one of his three Heats as he steadily pulled away from the field each time. Chuck's string of perfect victories, plus his fast qualifying time, put him very much in contention for the coveted title of Grand National Champion, along with teammate Ernie McGlone, who was right in there by virtue of his perfect scores in both the A Unlimited and C Standard classes. But the rules governing tie scores state that if two or more drivers are tied for an overall finishing position, the one who bettered the existing record in his own class by the largest margin shall be the winner. Florian had exceeded the record in his class by 1.36 seconds, while McGlone had bettered his class record by 1.11 seconds. So Chuck Florian snagged the Grand National Champ's title by 25/100ths of a second! Both drivers had put on tremendous displays of driving skill, on karts that were extremely good.

The last heats of the main events were held under the lights, and it was a thrill-exhausted crowd of several thousand cheering fans that saw Chuck Florian step up to accept the big trophy in recognition of his efforts. At that precise moment, they could have turned off all the floodlights at the track, because the beaming smiles on the faces of Chuck, his Dart Kart teammates, the Power Products crew, and all the Midwest and Eastern karters would have illuminated the entire area quite well.

CAR CRAFT

thank you! And as the Old Hands from the West Coast discovered, much to their chagrin, it doesn't pay to pull the tiger's tail too often, especially when you're in his den!

NATIONAL GKCA-IKF CHAMPIONSHIP RESULTS
Mansfield, Ohio

GRAND NATIONAL CHAMPION — Chuck Florian, Granger, Ind.

A BUSHING

Gary Hartman, Glendale, Calif.	Carretta/WB
Francis Cenners, Azusa, Calif.	Go Kart/WB
Chuck Pittinger Northridge, Calif.	Custom/WB

A STANDARD

Lou Billo, Mansfield, Ohio	Dart/PP
Randy Lader, Gresham, Ore.	Bug/MC-6
Carol Hardy Mentor, Ohio	Bantam/PP

A SUPER

Wendell Shipman, Paramount, Calif.	Bug/MC-10
Dave Woods, Findlay, Ohio	Lancer/MC
Chuck Gilchrist, Port Forrest, Ill.	Dart/MC-10

B STANDARD

Chuck Florian, Granger, Ind.	Dart/PP
Dick Wirges, Princeton, Ill.	Hellcat/MC
Ken Burden, Waynesfield, Ohio	Lancer/MC

B SUPER

Pete Berit, Huntington, W. Va.	Dart/MC-10
Bob Meyers, Findlay, Ohio	Lancer/MC
Gary Emick, San Mateo, Calif.	LeeCart/MC

A UNLIMITED

Ernie McGlone, Mansfield, Ohio	Dart/PP
Dick Filos, Fort Wayne, Ind.	Dart/MC
Robert Bourdette, Blissfield, Mich.	Hoffco/PP

C STANDARD

Ernie McGlone, Mansfield, Ohio	Dart/PP
David B. Ayres, Redondo Beach, Calif.	MC/MC
Jim Bechtler, Mansfield, Ohio	Dart/PP

C SUPER

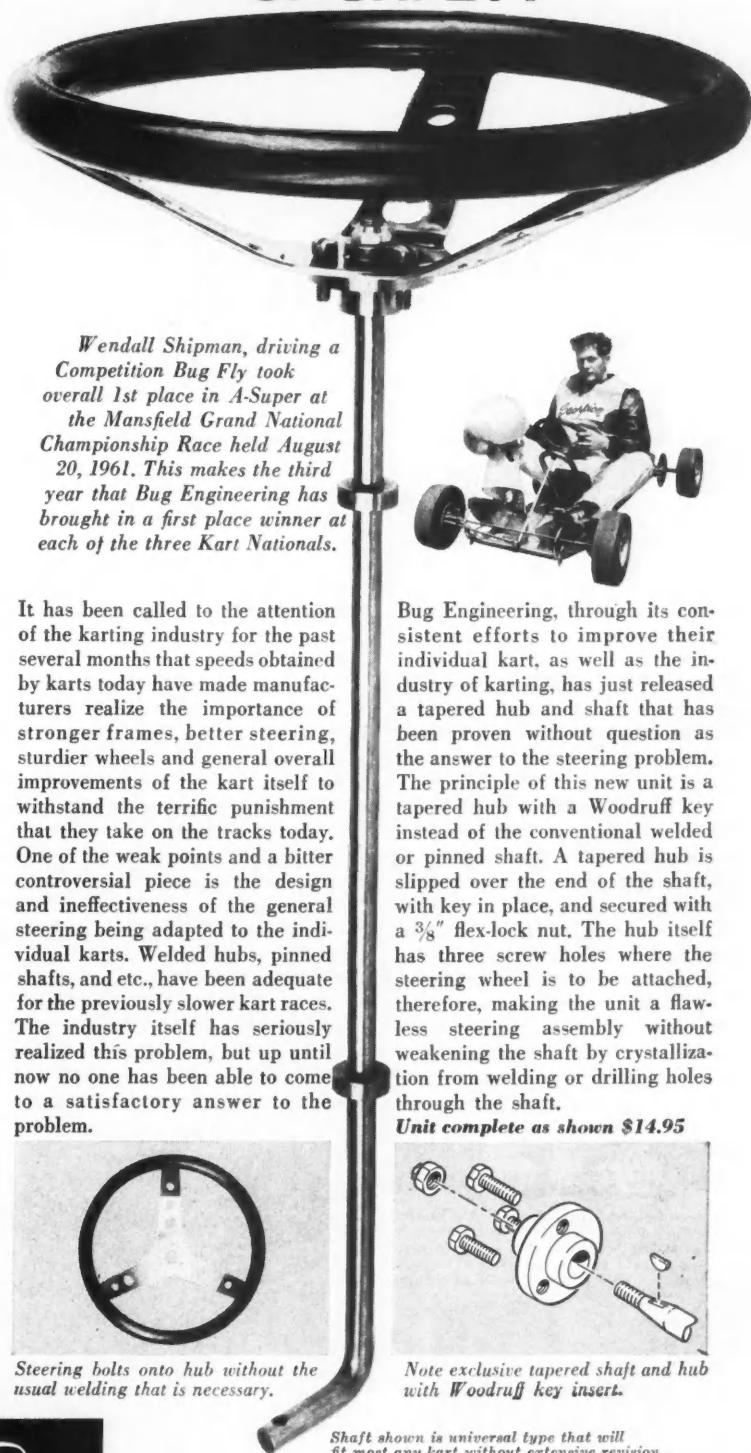
James Rose, Parkridge, Ill.	Dart/MC
Ken Burden, Waynesfield, Ohio	Lancer/MC
Jerry Oliver, Walnut Creek, Calif.	Hovey Hawk/MC

BEST QUALIFYING TIME — New Track Record

Lannie Young, Houston, Texas	Cates/MC 35.22
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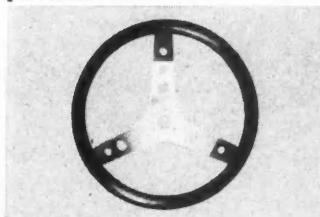
NOVEMBER, 1961

YOUR CENTER OF SAFETY*



Wendall Shipman, driving a Competition Bug Fly took overall 1st place in A-Super at the Mansfield Grand National Championship Race held August 20, 1961. This makes the third year that Bug Engineering has brought in a first place winner at each of the three Kart Nationals.

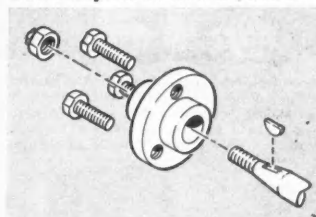
It has been called to the attention of the karting industry for the past several months that speeds obtained by karts today have made manufacturers realize the importance of stronger frames, better steering, sturdier wheels and general overall improvements of the kart itself to withstand the terrific punishment that they take on the tracks today. One of the weak points and a bitter controversial piece is the design and ineffectiveness of the general steering being adapted to the individual karts. Welded hubs, pinned shafts, and etc., have been adequate for the previously slower kart races. The industry itself has seriously realized this problem, but up until now no one has been able to come to a satisfactory answer to the problem.



Steering bolts onto hub without the usual welding that is necessary.

Bug Engineering, through its consistent efforts to improve their individual kart, as well as the industry of karting, has just released a tapered hub and shaft that has been proven without question as the answer to the steering problem. The principle of this new unit is a tapered hub with a Woodruff key instead of the conventional welded or pinned shaft. A tapered hub is slipped over the end of the shaft, with key in place, and secured with a $\frac{3}{8}$ " flex-lock nut. The hub itself has three screw holes where the steering wheel is to be attached, therefore, making the unit a flawless steering assembly without weakening the shaft by crystallization from welding or drilling holes through the shaft.

Unit complete as shown \$14.95



Note exclusive tapered shaft and hub with Woodruff key insert.

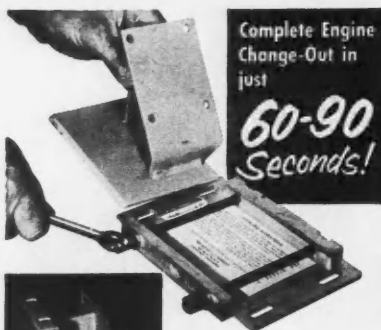
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**Unit shown GKCA approved — mandatory effective January 1st, 1962*

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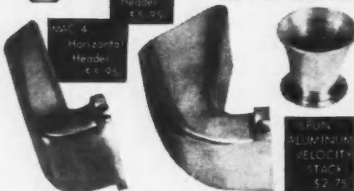
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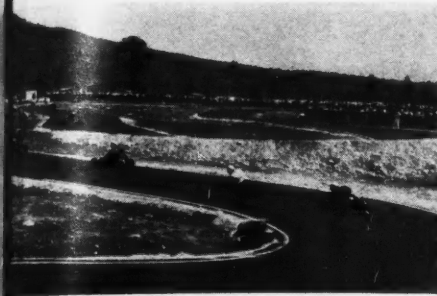
The Westwood Kart Track, situated high in the hills near Westminster, British Columbia, Canada, has been scene of many spectacular events. Located next to the Westwood sports car and motorcycle tracks, it opened this summer and has been quite active ever since. Above, group of B Class karts come out of Turn Seven, heading for main straight.

KARTING at random



The picturesque sports car road racing circuit, Laguna Seca, located on the grounds of Fort Ord, California, recently held a series of kart sprint races in conjunction with sports car, motorcycle and Formula Three racing. Here, a trio of karts wend their way down through the S-turns. Hills offered spectators many vantage points at track.

CAR CRAFT



Top, Westwood's a sweeping course — corners aren't too tight, but tricky for faster karts. Note spectators lining entire perimeter fence. Above, they're off 'n running!

Photos/Goodman



Photos/Biro



Spectators at the Laguna Seca races watch in comfort from hillsides as karters blast through the course, running almost wide open most of the time. The sports car races weren't too much faster for speeds!!

NOVEMBER, 1961

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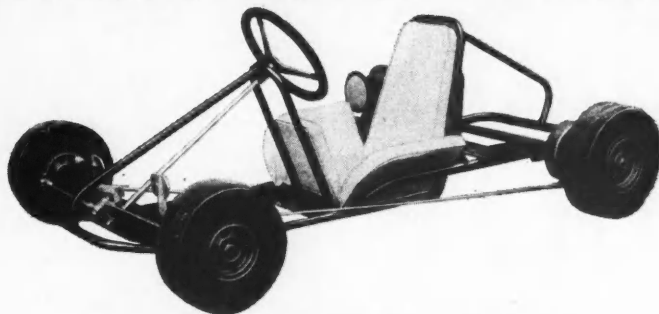
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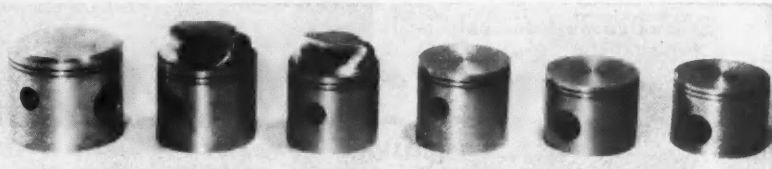
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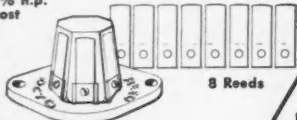
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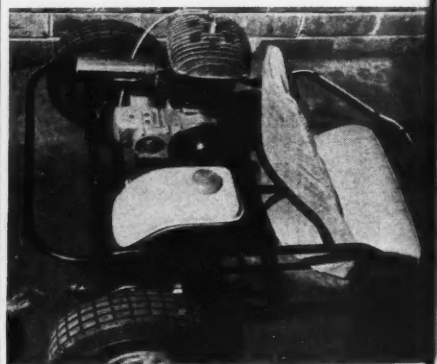
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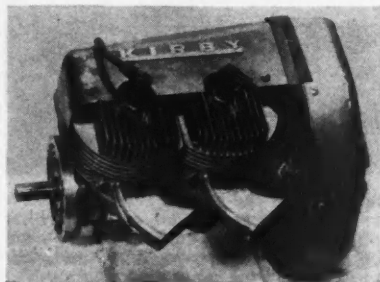
KARTING at random



Photo/A.N.S. — Kingsford, NSW

Above, one of the most successful kart and engine combinations in Australia seems to be the Ace Kart powered by locally-designed Mermaid engine. Performance of this unit has surprised many visiting Americans. Below, another interesting engine from the Land Down Under is this twin-cylinder Kirby, now being tested with plans for volume production. Looks hairy!!

Photo/A.N.S. — Kingsford, NSW



CAR CRAFT

3

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Photo/Hegge

At the recent opening of TNT Kartways, in West Quincy, Missouri (see "Grandest of Openings," page 62), 9-year-old Terry Traeder, son of the track manager, took First Place in the Junior A class events. It looks like that right foot was firmly planted on the throttle as he took the flag. Are those front wheels in the air??



Photo/Hegge

C'mon in—the mud's fine. Jeff Franks, of Quincy, Illinois, takes an excursion into the of water hole at TNT Kartway's opening. Heavy rains prior to race left water standing on outside of corner... Jeff came through too hot...cooled off in a hurry!

Photo/Krider



Winners of the Hoffs Grand Prix looked pretty happy—Jack Spiller (second from left) and Carl Phipps (second from right) won trips on US Racing Team to Europe!

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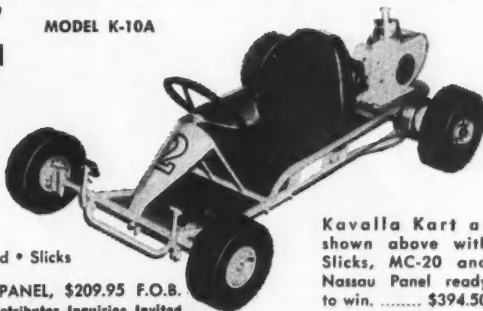
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KARTING at random



Photo/Roy

On the other side of the world, A. J. Ray puts his Special through its paces on the track in Camden, New South Wales, Australia. Kart has 50-50 weight distribution, is built to fit owner, and really handles on the dirt tracks prevalent in the area. Power is from a James 'cycle engine. Note the tire size contrast with German karts above.



Photo/Gellis

Again back to the other side of the globe, Mr. Keele, manufacturer of the English Keele Kart, poses with test driver Bob Burnham prior to test runs to check out a Villiers powerplant, in Tring, England.

CAR CRAFT

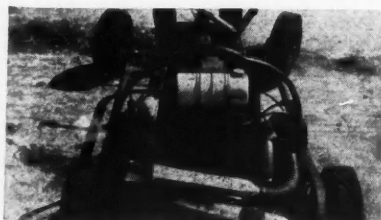
In the Grosser Preis von Deutschland, Gunter Lindow of Berlin (on left) was one of the real chargers, driving a JLO-powered Hako-Kart. Cutting inside him on this corner was Harry Gubesi, also of Berlin, mounted on an FMR-Kart, also JLO-propelled. This Grand Prix of Germany was held inside the Deutschlandhalle in Berlin, Germany. Dig oversized skins!



Photo/Niendorf



At a recent kart meeting in Knogge, Belgium, Herr Ferry Porsche, Director of the famous Stuttgart (Germany) factory which turns out the excellent Porsche sports cars, tries on a kart — it seems that kart design and construction would be right down his alley, since his sports cars, rated among the finest in the world, are also rear-engined!



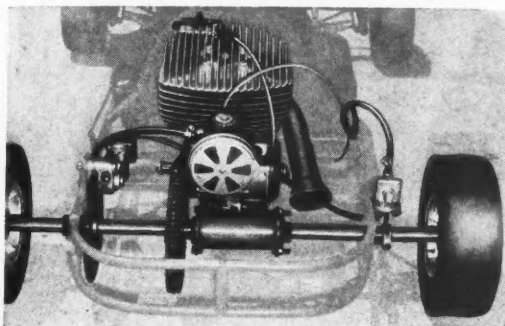
Photo/Gellis

In Merrie Olde England, mufflers are a mandatory item for all karts. This machine, powered by a brace of JLO engines, has a full complement of silencers, plus a rather weird rollbar. Petrol tank's small, what?

NOVEMBER, 1961

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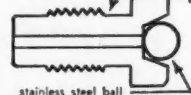
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TWO STROKE TALK

by
GENE
WISE



FULL HOUSE RING DING

Dear Gene:

I run an old 580 West Bend that has been given the full treatment. Bored .040 with thin ring Wiseco Piston, full round crank, transfer passage stuffer, chopped flywheel, advanced timing, West Bend stuffer and reed plate and HL 115A carb. This engine is a good runner, but with all these improvements there are still a few old stock 580's that give me a hard time.

The one thing that I haven't done is to have the engine balanced. From this information can you offer any suggestions?

— Bill Hackett
Youngstown, Ohio

It is hard to believe that with all this, a stock 580 can give you a hard time. It may be that your timing, as far as ignition is concerned, doesn't fit the course you're running. Generally with a full circle crank you need to retard the ignition some to restore the low speed torque. Top speed will come naturally with this setup. Could also be that your kart is not as good handling as some others. You may also be quite a bit heavier.

Ninety percent of the stock engines are also a long way off from stock. You might check past issues of Kart magazine for the conversion to alcohol and give this a fair try. It will give you an added boost that might be sufficient. It looks to me like you have just about went the route as far as modifications. If you do not have the five port West Bend it will be hard to keep up with one that does.

K82 CONVERSION

Dear Gene:

I am the proud owner of a Homelite KL 82 powered kart. This kart was winning consistently until recently when it started being defeated by bigger and hotter MC-6's and larger displacement Homelite K 92's. My friends tell me that a new K 92 cylinder (part #57365) can be adapted to a K 82.

CAR CRAFT

Is a similar adaptation possible for the KL 82? If so, would it require new pistons, rods, crankshaft, gaskets, or crankcase modifications? Would this modification perform well with the MC-10 carb I am now using or would the new MC aluminum carb be better? I would also appreciate information regarding which steps of your January '61, Homelite K 92 Hopup could be incorporated into my KL 82.

— Edward Hilton
Fall River, Mass.

It is true the K82 can be brought up to K92 specifications with Homelite's kit which consists of the piston and cylinder. There will be a bit of grinding in the case to fit it up but Homelite has full instructions how this is done. You may even go farther with their new stroker crank which will also fit and brings your engine up to 5.78 inches. The new '61 GKCA rules which do not permit external changes to an engine will once again make this engine a real contender.

YOU'RE NOT PAYING ATTENTION!

Dear Gene:

I am hopping up my West Bend and I would like to know whether the Tillotson HL-115-A or the HL-107 would improve its performance? Would the V-Power manifold or Go-Power manifold give more power?

If I purchase a 5-port induction conversion kit should I do anything to the intake ports?

Some karters around here say that polishing the intake passages will help the engine's performance, is this true?

— Tom Freeman
Norwalk, Ohio

Dear Gene:

Is it possible to open the ports and notch the transfer passages and piston in the new 580-V engine to improve its performance?

Will you have a hop up article on it in the future?

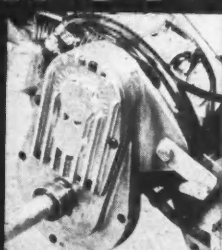
— Danny Baker
Bloomington, Indiana

The Tillotson HL-115 carburetor will help your West Bend since it is larger and also is easily adapted to alcohol. As far as the comparison between the V-power manifold and the Go-Power on the West Bend, I think you will find very little difference in performance and selection ends up to be mostly a matter of taste and dollars. Intake ports and all ports as far as that's concerned should be modified as we have done in the past. You need the December 1960 issue of Kart magazine. I keep telling youse guys buy CAR CRAFT & KART MAGAZINE — ALLA TIME.

NOVEMBER, 1961

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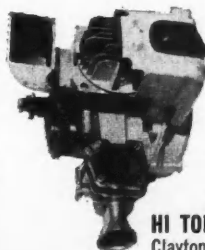
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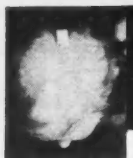
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COMING EVENTS

NHRA DRAG SCHEDULES

Phoenix, Ariz. — Phoenix Drag Strip, Litchfield Rd. & Grand Ave., El Mirage; Every Sat. nite.
Carlsale, Ark. — Carlsale Drag Strip; 31 Miles east of Little Rock, 2nd Sunday.
Madera, Calif. — Madera Airport, 2nd Sunday ea. mo.
Long Beach, Calif. — Lions Associated Drag Strip; Every Saturday nite.
Oraville, Calif. — Oraville Airport; 2nd & 4th Sundays ea. mo.
Redding, Calif. — Redding Municipal Airport; 3rd Sunday ea. mo.
San Luis Obispo, Calif. — San Luis Airport, 4th Sunday ea. mo.
Santa Maria, Calif. — Santa Maria Dragons; 2nd Sunday ea. mo.
Julesburg, Colo. — Platte Valley Dragstrip; 2 miles west of Julesburg, 4th Sunday.
East Haddam, Conn. — Connecticut Dragway; Off Route 16 from Colchester Center, Every Sunday.
Davie, Fla. — Davie Drags; 10 miles West Ft. Lauderdale, 2nd & 4th Sundays ea. mo.
Daytona Beach, Fla. — Spruce Creek Dragstrip; Southwest of City, 2nd & 4th Sundays ea. mo.
Green Cove Springs, Fla. — Thunderbolt Raceway; 10 miles N. Green Cove on US Hwy 17, 1st & 3rd Sunday.
Miami (Hialeah), Fla. — Amelia Earhart Field; 1st & 3rd Sundays ea. mo.
Covington, Ga. — Newton County Dragstrip; 2nd & 4th Sun. Ea. Mo.
Pocatello, Idaho — Hwy. 30 West, 9/1, 17, 10/1, 15, 1st Sun. Ea. Mo.
Alton, Ill. — Alton Dragway; 1 mile off Route 140, on Fosterburg Road, Ev. Sun.
Muncie, Ind. — Muncie Dragway; 4 miles NE of Muncie, on State Rt. 67, Ev. Sun.
Coffeyville, Kansas — Coffey Grinders Drag Strip; 1st & 3rd Sundays.
Hammond, La. — Hammond Airport, 4th Sun. ea. mo.
Houma, La. — 1st & 3rd Sundays ea. month.
Sanford, Maine — Sanford Airport; 2nd & 4th Sundays ea. mo.
Detroit, Mich. — Detroit Dragway; Dix-Toledo Hwy. & Sibley Rd. Every Sunday.
Silver Springs, Nev. — Int. Hwy. 50 & 95A, Reno; Last Sunday ea. mo.
Great Meadows, N.J. — Island Dragway; On route 46, Ev. Sunday.
Vineland, N.J. — Vineland Speedway; Ev. Sat. night.
Hobbs, N.M. — Charioteers Dragway; Hobbs AFB, 1st Sunday ea. mo.
Cicero, N.Y. — Esta Safety Park; Eastwood Rd. 1/2 mile So. of Ft. 31, between Cicero & Bridgeport, Ev. Sunday.
Niagara Falls, N.Y. — Niagara Raceway Park; Tuscarora Rd. off Lockport Rd. Ev. Sunday.
Cincinnati, Ohio — Beechmont Dragway; Rts. 74 & 125 off Beechmont Levee, Ev. Sunday.
Thompson, Ohio — Thompson Dragstrip; SE of Painsville on State Rt. 528, Ev. Sat. & Sun.
West Salem, Ohio — Dragway "42"; 25 miles SW of Akron on State Rt. 42, 3 mi. off Interstate 71. Every Sunday.
Oklahoma City, Okla. — Jaycee Dragway; Oklahoma State Fairgrounds, Ev. Sun.
Woodburn, Ore. — 1/2 mile-gas only; 12 m. west of Salem, 9/10/24; 10/8, 27.
York, Pa. — US 30 Drag-O-Way; 6 miles west of York on US 30, Ev. Sat. nite.
Halls, Tenn. — 1st & 3rd Sun. ea. mo.
Memphis, Tenn. — Lake Land Dragways; 11 miles east of Memphis on Hwy 70, 1st & 3rd Sundays.
Abilene, Texas — Abilene Dragstrip; 2 miles So. of Iye on F.R. 707, 3rd Sunday ea. mo.
Amarillo, Texas — Amarillo Dragway; 7 miles So. on Washington Ave, 2nd & 4th Sun. ea. mo.
Caddo Mills, Texas — North Texas Timing Assn. Caddo Mills Airport, 1st Sun. ea. mo.
El Paso, Texas — El Paso Dragstrip; 2nd & 4th Sundays ea. mo.
San Angelo, Texas — Wall Drag Strip; 2nd Sunday ea. mo.
Wichita Falls, Texas — Red River Drag Strip; 2nd Sun. ea. mo.
Emporia, Va. — Emporia Dragstrip, Ev. Sun.
Petersburg, Va. — Eastern Dragway; 1st & 3rd Saturdays.
Arlington, Wash. — Arlington Timing Assn. 9/17; 10/1, 15, 29.
Ellensburg, Wash. — Ellensburg Airport; every Two weeks.
Caguas, Puerto Rico — Antilles Auto Racing Track, Every other Sunday.

SHOWS

Lincoln, Nebr. — Oct. 15; Nebr. State Fairgrounds Exh. Bldg., Lincoln Rebels' Timing Association Motor Sports Show. Lincoln Rebels, 1111 So. 22, Lincoln.
Dayton, Ohio — Oct. 14-15, Belmont Lions Club, Dayton Fairgrounds Coliseum, Dayton, Ohio.
Hamilton, Ohio — Sept. 16-17, Vikings Custom Auto Show, Vikings Auto Club, Harvey Bauman, 4360 E. River Rd., Fairfield, Ohio.
Milwaukee, Wisc. — Oct. 29-30, Rod-O-Rama, Milwaukee Auditorium, 810 Manistique Ave.

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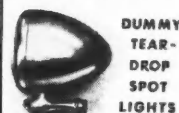
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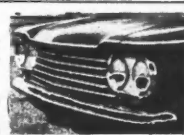


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